



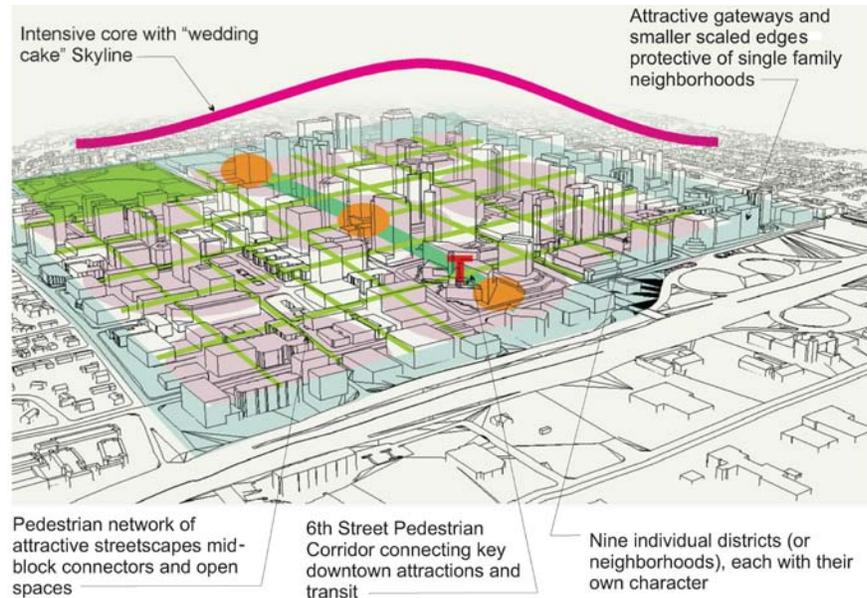
Downtown Livability

Urban Design Framework

September 2013

Executive summary

Urban design framework



The City of Bellevue is currently engaged in the Downtown Livability Initiative in order to advance the implementation of the Downtown Subarea Plan, in particular the Plan's central theme of making Downtown more **Viable, Livable, and Memorable**. The focus is on revising certain aspects of the Land Use Code to better align it with the Downtown Subarea Plan's policies and current conditions and to better coordinate with Downtown transportation planning.

This Urban Design Framework supports Downtown Livability activities by providing a visual summary of current urban design conditions, along with key policy direction from the Downtown Subarea Plan.

Downtown's urban form has been shaped by many underlying conditions - site topography, the original superblock street layout, proximity to I-405, and the Subarea Plan and its implementing regulations (zoning code and design guidelines). Five fundamental concepts frame Downtown's urban design form and characteristics:

- Greater height and development intensity in the Downtown's central core transitioning to lower building heights and intensity on the edges that produces a "wedding cake" skyline profile.
- A superblock (600' x 600') street grid complemented by a finer grained network of pedestrian through-block pathways and open spaces.
- The importance of the NE 6th Street Pedestrian Corridor and creation of a pedestrian-oriented building/sidewalk interface throughout the rest of Downtown.
- The concept of nine distinct neighborhoods or districts, each with its own character, attractions, and public spaces.
- Development of a series of themed streets, each with a focus on retail, entertainment, or commerce.

This existing Urban Design Framework is intended to provide a solid foundation for the Downtown Livability Initiative. It is expected that some of this framework will change as a result of the Downtown Livability work, and future versions of this document will be updated accordingly.

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Introduction

Intent of this document



Goal: *To develop a functional and aesthetically pleasing Downtown which creates a livable and highly pedestrian-oriented urban environment that is compatible with adjacent neighborhoods.*

City of Bellevue Downtown Subarea Plan Urban Design Element

The City of Bellevue is currently engaged in the Downtown Livability Initiative to advance the implementation of the Downtown Subarea Plan, in particular the Plan's central objective of making Downtown more **Viable, Livable, and Memorable**. The effort's focus is on revising certain aspects of the Land Use Code to better align it with the Subarea Plan's policies and current conditions and to coordinate with Downtown transportation planning.

This Urban Design Framework supports Downtown Livability activities by providing a visual summary of current urban design conditions in Downtown, along with key policy directions from the Subarea Plan. The intent is to provide a handy reference document when considering changes to the Land Use Code or other implementing regulations. Because this is a summary, it should not be used in place of specific code or plan provisions where additional detail is included.

The Downtown's urban form is a complex assembly of numerous systems, features, and characteristics, which in many ways are integrated and function as a single entity. To help make the urban design form of a downtown understandable, an urban design framework dissects the various components such as streets, land use, block patterns, etc. While this helps to understand the factors and regulations of that particular component, it is also important to understand how the components relate to one another. For example, street design guidelines, streetscape standards, transportation systems, and land use zoning all affect the physical environment that a pedestrian experiences walking down a sidewalk. A framework plan seeks to convey both the intricacies of the individual components and the way they interact to create the urban design qualities of the downtown environment. To help facilitate the implementation of these preferred qualities, the Urban Design Framework first describes the individual components most affecting Downtown's urban design character and then describes the interactions of those components in each of the Downtown neighborhoods/districts.

Zoning

What's allowed



Purpose

Downtown is the financial and business hub of the community. It is to be developed as an aesthetically attractive area of intense use. Toward this end, the City shall encourage the development of regional retail shopping facilities and major mixed office complexes along with specialty retail, business support services, urban residential, hotel and institutional uses. Certain areas of Downtown are to be more intensively developed in order to facilitate pedestrian circulation. Development must enhance people orientation, and provide for the needs, activities, and interests of people. The City will encourage land uses which emphasize variety, mixed uses, and unity of form within buildings or complexes. Specific land use districts have been established within the Downtown District to permit variation in use and development standards in order to implement the objectives of the Downtown Subarea Plan.

Existing Zoning Descriptions from Land Use Code

Downtown Office District 1 (DT-O-1)

The purpose of the Downtown-O-1 Land Use District is to provide an area for the most intensive business, financial, specialized retail, hotel, entertainment, and urban residential activities. The district is limited in extent in order to provide the level of intensity needed to encourage and facilitate a significant level of transit service. Pedestrian-attracting day and nighttime activities are encouraged. Transit and pedestrian facilities linking them are encouraged; long-term parking and other automobile oriented uses are discouraged.

Downtown Office District 2 (DT-O-2)

The purpose of the Downtown-O-2 Land Use District is to provide an area for intensive business, financial, retail, hotel, entertainment, institutional, and urban residential use to serve as a transition between the more intensive Downtown-O-1 Land Use District and the lesser intensive Downtown-MU Land Use District.

Downtown Mixed Use District (DT-MU)

The purpose of the Downtown-MU Land Use District is to provide an area for a wide range of retail activity, low intensity offices, Downtown support services, and residential uses. Multiple uses are encouraged on individual sites, and in individual buildings, as well as broadly in the district as a whole.

Downtown Residential District (DT-R)

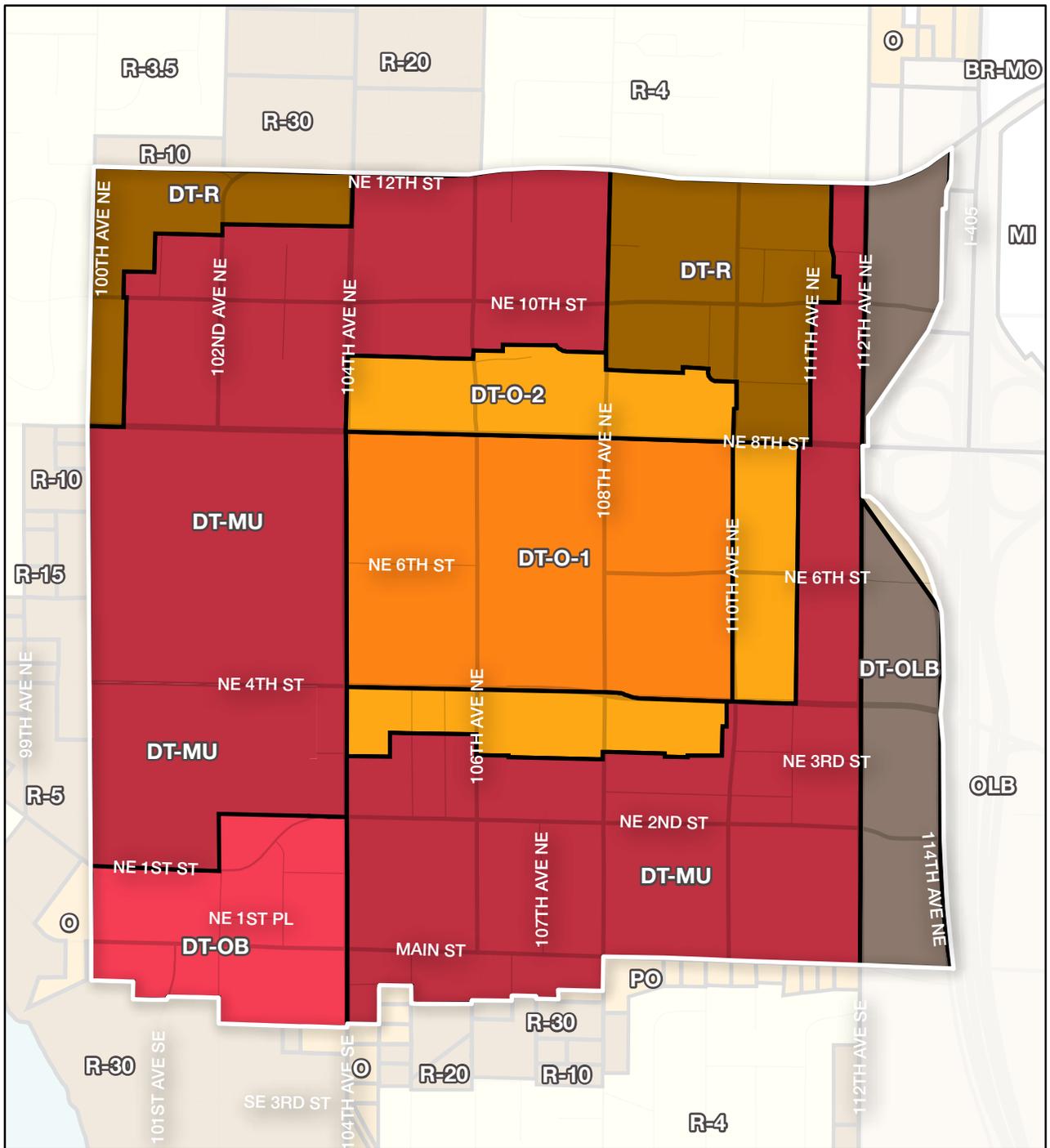
The purpose of the Downtown-R Land Use District is to provide an area for the City's most intensive urban residential uses. Limited office and retail uses are permitted secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

Downtown Old Bellevue District (DT-OB)

The purpose of the Downtown-OB Land Use District is to describe the Old Bellevue area and assure compatibility of new development with the scale and intensity of the area. The social and historic qualities of this area are to be preserved.

Downtown Office and Limited Business District (DT-OLB)

The purpose of the Downtown-OLB Land Use District is to provide an area for the location of integrated complexes made up of offices, and hotels or motels, with eating establishments and retail sales secondary to these primary uses. The district abuts and has convenient access to the I-405 Freeway.



Zoning

- Downtown Office District 1 (DT-O-1)
- Downtown Office District 2 (DT-O-2)
- Downtown Mixed Use District (DT-MU)
- Downtown Old Bellevue (DT-OB)
- Downtown Residential District (DT-R)
- Downtown Office and Limited Business District (DT-OLB)
- Downtown subarea



Existing land uses

Mix of activities and uses

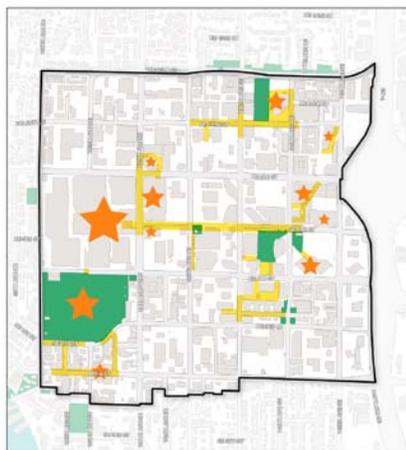


Building Frontages

EXISTING

- 1 Active storefront & major building entry
- 2 Other street wall (e.g., service entry, inactive facade)
- 3 Landscaped
- no color 4 Other (e.g., surface parking)

Retail store fronts are scattered over large parts of Downtown



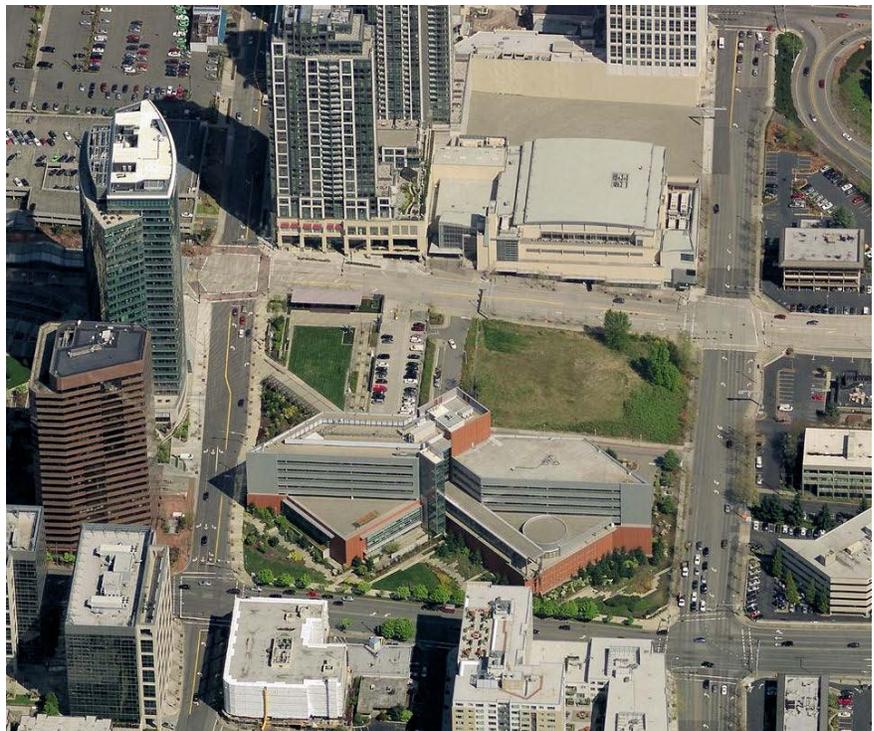
Attractions and Connections

- ★ Attractions (individual or collection of uses)
size indicates popularity
- Good pedestrian connection
- Park or major plaza

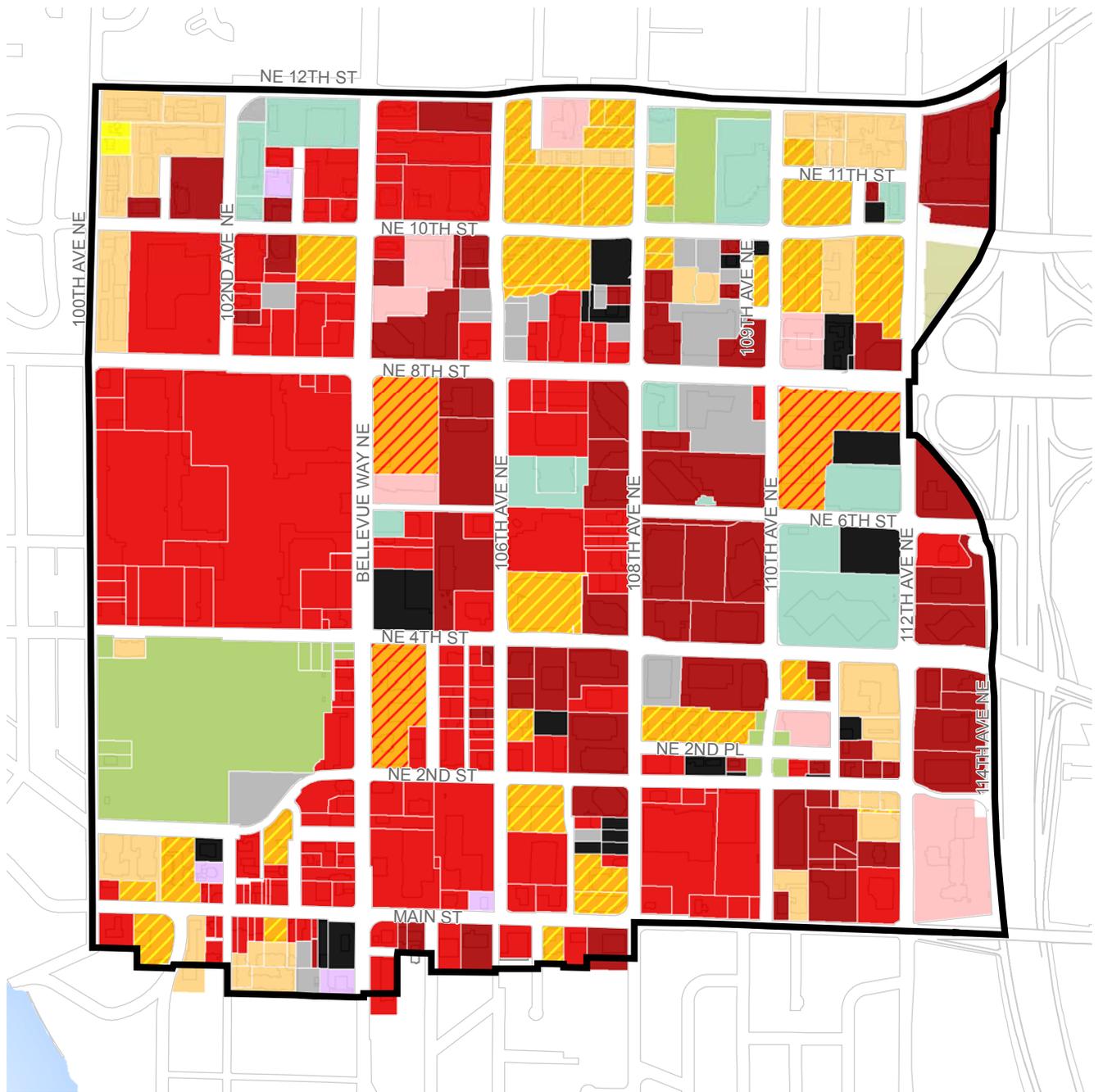
Major attractions are spread throughout Downtown

The current land use map on the opposite page shows that there are some concentrations of certain land uses, but Downtown is truly a mixed-use center. Residences are clustered primarily in the northeast, southwest, and southeast quadrants, while office development is concentrated in the 108th Avenue NE to 110th Avenue NE corridor and west of 112th Avenue NE in the OLB district. Retail development is focused along Bellevue Way and Main Street but small-scale shops are scattered throughout the Downtown. The northwest district also includes a strong neighborhood commercial orientation and The Bravern development includes a number of high-end retail businesses.

Some of the land use patterns can be better visualized with other graphics. The upper map on this page indicates that the storefronts and building entries are spread throughout Downtown. The lower map indicates that Downtown’s major attractions are likewise not concentrated in one place. So while zoning and signature street directions tend to create focus areas for specific categories of uses, most districts in Downtown contain a rich mix of uses.



Bellevue City Hall, along with the Meydenbauer Convention Center, nearby mixed-use development, and the future light rail station provide an activity focus for Downtown’s eastern section.

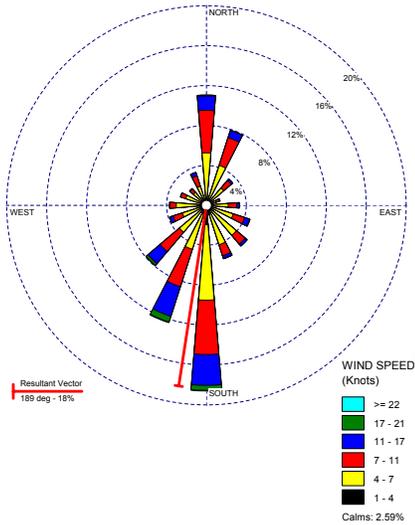


Existing Land Use



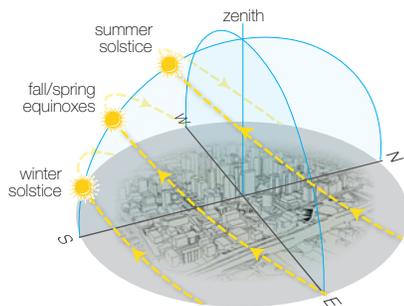
Natural systems

Integrating city in nature

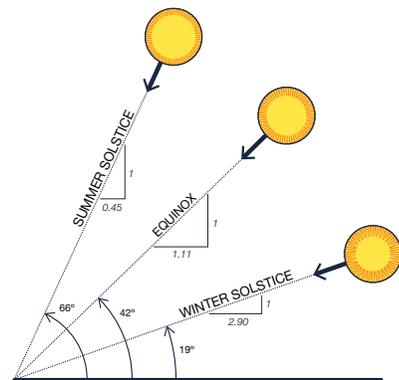


Wind rose showing intensity and direction of surface winds

Source: Office of Washington State Climatologist



Seasonal sun paths



Seasonal noon sun height

Natural systems, including climate (precipitation, air temperature, and solar energy), topography, hydrology, and biological conditions (tree and vegetation cover, habitat, etc.) influence urban form and the built environment in several ways discussed below:

Climatic Conditions

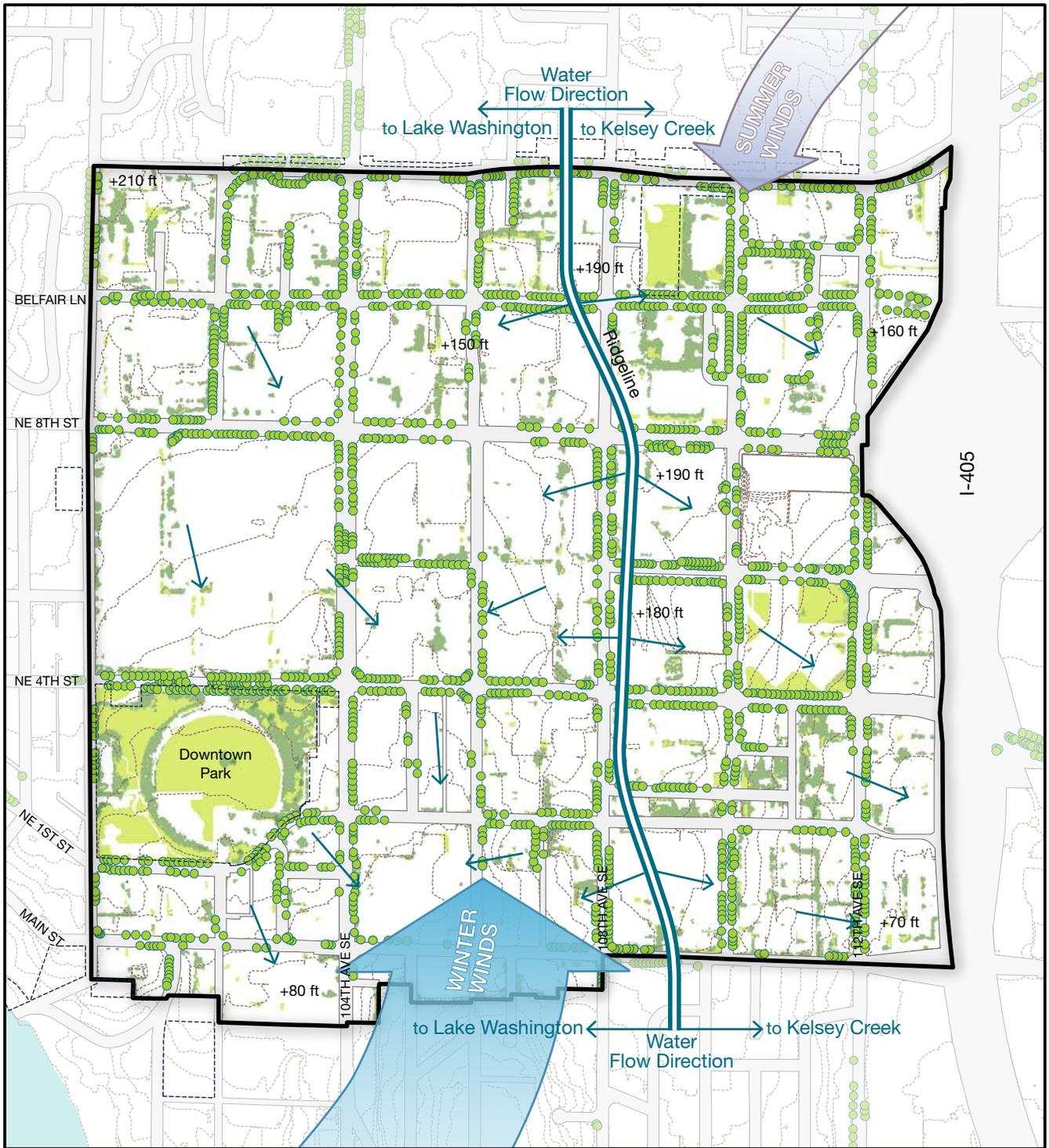
Wind and solar angle can affect a building's location, orientation and design of mechanical systems. Climate conditions also have a big impact on human comfort in outdoor spaces due to shading, wind tunnel effects, and other micro-climate effects. The low angle of winter sunlight means that plazas and streets with buildings to their south will be shaded in all but warm summer months. Additionally, the winter winds that are predominantly out of the south and south-west mean that the northern, and to a lesser extent, the eastern sides of buildings are sheltered from driving rain.

Topography and Natural Drainage

Topography and geology affect drainage patterns and the effectiveness of "green infrastructure" solutions. While a large part of Downtown is either paved or occupied by buildings, there are still opportunities for some natural drainage solutions. The 2010 Great Streets Design Guidelines identify areas for planters and other landscaping elements.

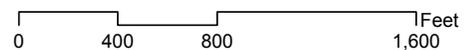
Vegetation

Vegetation, especially tree canopy cover, in turn, affects micro-climates, hydrological response, air quality and general livability. The diagram on the opposite page illustrates Bellevue's street planting program, and Streetscape Design Guidelines have resulted in established street trees along most Downtown's streets. However, most Downtown open spaces feature either lawn or heavily manicured landscaping in lieu of tree canopy.



Site conditions

- Downtown subarea
- Parks
- Contour lines (10ft intervals)
- Street trees
- Vegetated areas (grass, ornamental landscaping)
- Tree canopy
- Direction of water flow
- +80 ft Elevation

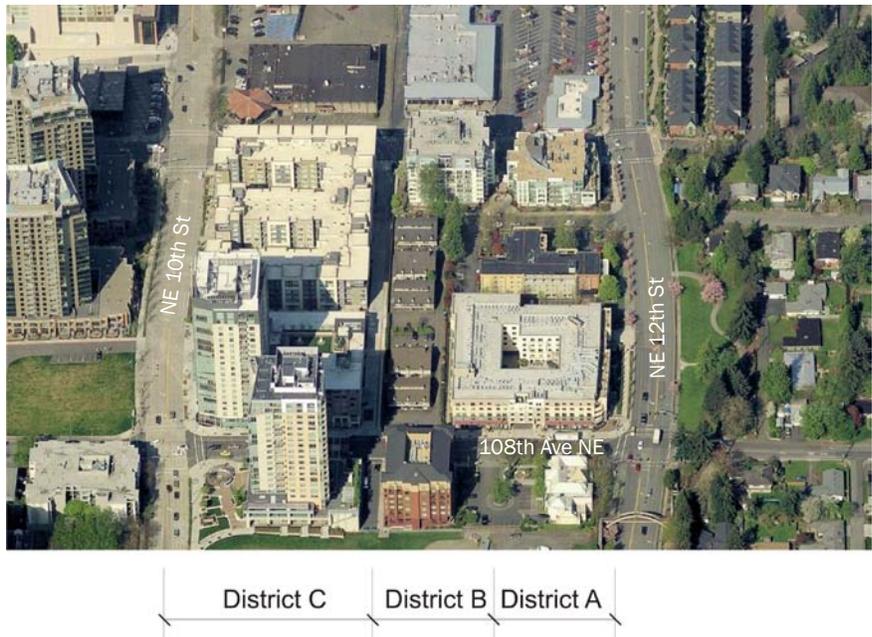


Edge conditions

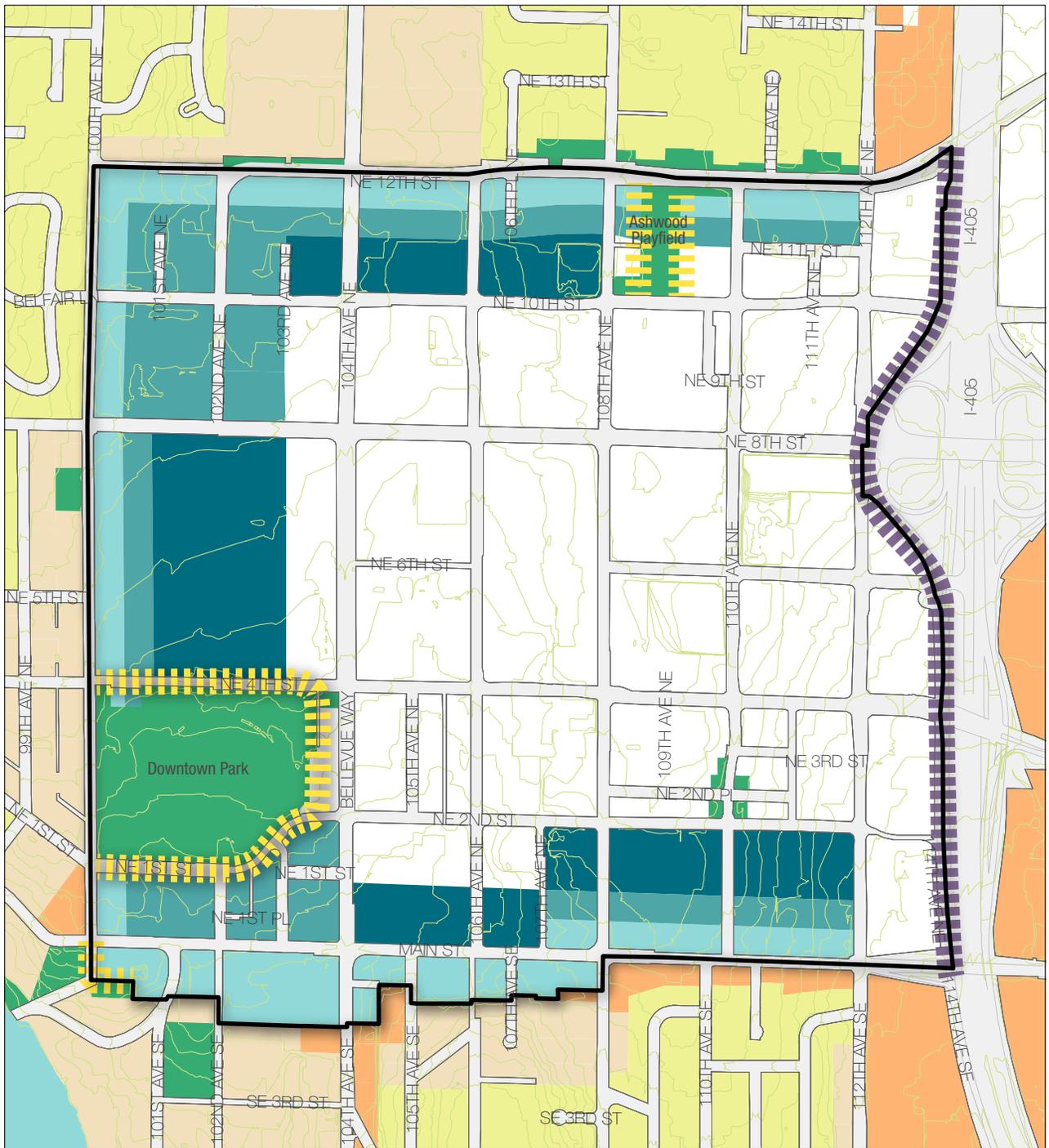
Graceful transitions



The Downtown Subarea Plan places strong emphasis on protecting the livability of neighborhoods surrounding Downtown, establishing a graceful transition between Downtown and surrounding areas, and establishing attractive entry points into Downtown. Policy language calls for an equitable distribution of Perimeter Areas along the north, west and south boundaries of Downtown, based on their potential for protecting surrounding residential neighborhoods. Implementation includes a number of use, height, setback, and stepback requirements in Perimeter Design Districts A, B and C as shown to the right. These code regulations have been augmented by street landscaping and green space along some portions of the perimeter. In Old Bellevue, Land Use Code 20.25A.070 includes special provisions for Main Street sidewalks, mid-block connections, storefront provisions, building material standards, and minor public open spaces at key corners.



The northern perimeter looking west, illustrating that the perimeter design districts reduce allowable height and development intensity near surrounding residential neighborhoods



EDGES AND TRANSITIONS
Moving through boundaries

- | | | |
|--------------------------|---|-----------------------------------|
| Downtown subarea | NEIGHBORHOOD INTERFACE
Perimeter design districts | Zones adjacent to downtown |
| Interface with park | A | Office |
| I-405 interface | B | Multifamily residential |
| Existing parks/park land | C | Single family residential |
| 10 foot contours | | |



Building height and form

Shaping Downtown



Development has followed the Subarea Plan and Code direction for greater intensity in the Downtown's core



Bellevue's skyline is especially dramatic because it rises from low rise residential neighborhoods



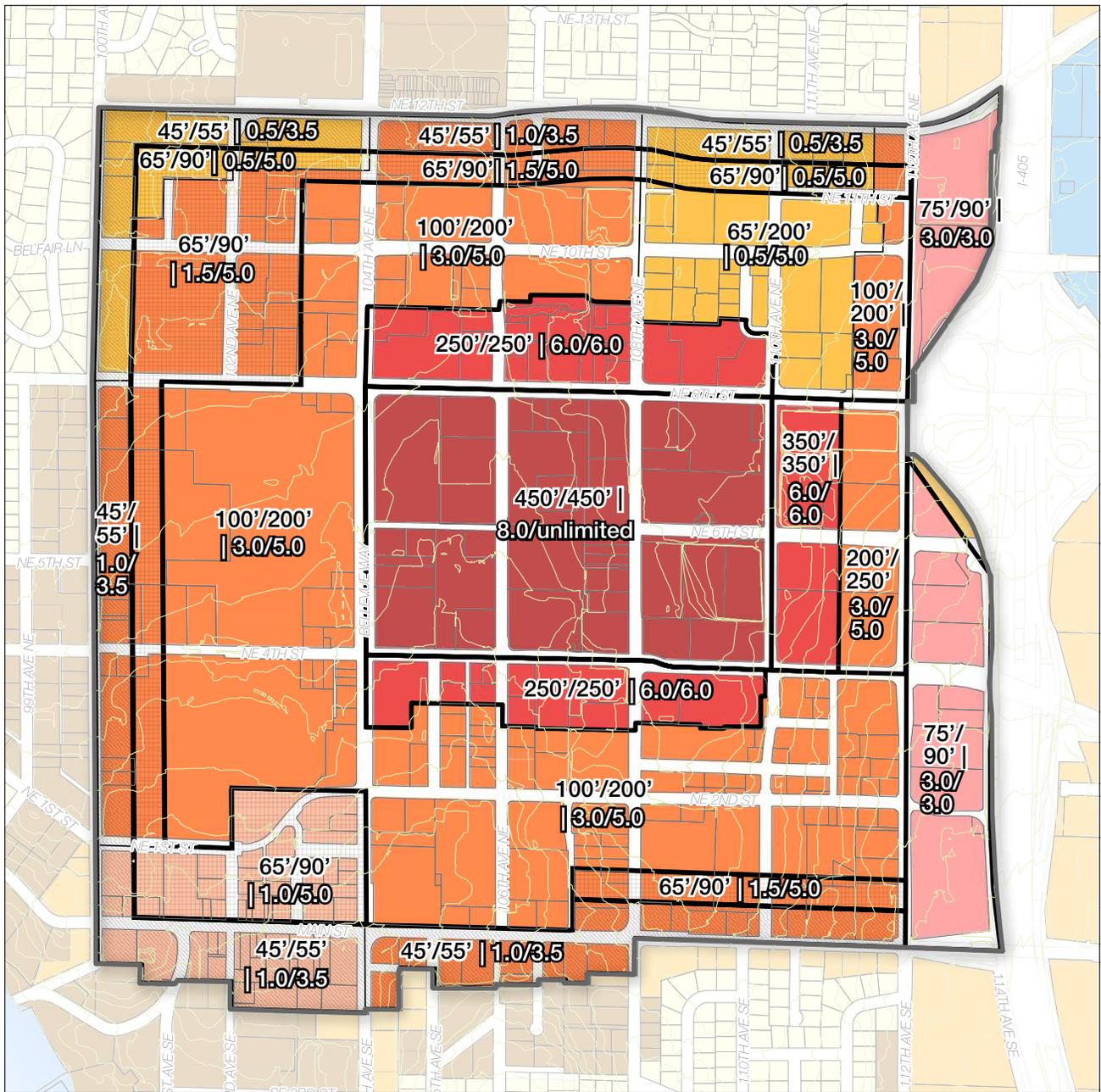
Bellevue's code allows for a variety of forms and architectural treatments

Allowable heights and densities

As can be seen in the diagram on the right, Downtown height and bulk regulations vary from the least intense in the perimeter areas to higher density and taller development in the central core. The Land Use Code provisions for allowable building height, floor plate size and intensity are guided by two factors. First, the Amenity Incentive System allows greater development height and intensity in exchange for providing public amenity features. Second, the code allows residential buildings to be taller and more dense than office or commercial development in some zones.

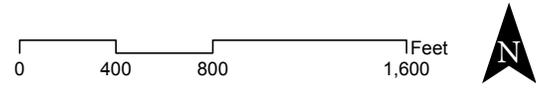
Another of the City's urban form objectives is the separation of towers to provide solar access and a greater sense of openness. Although the code is not overly specific about tower separation, requirements for pedestrian corridors and incentives for open space, along with the general sensitivity of development has resulted in positive placement of new buildings within the large superblock configuration.

The graphic on the opposite page shows the maximum allowable height and density in each of the Downtown zoning districts. Note: This is only a schematic summary of code provisions intended to provide a generalized impression of basic building envelope dimensions. The code contains exceptions and special conditions that can modify these building envelope dimensions. The actual allowable building dimensions and allowable density on a specific lot may vary from those shown. The figure illustrates code requirements with bonus allowances.



Building Envelope

<p>DOWNTOWN ZONING</p> <ul style="list-style-type: none"> DT-MU DT-OB DT-R DT-O-1 DT-O-2 DT-OLB 	<p>PERIMETER DESIGN DISTRICTS</p> <ul style="list-style-type: none"> A Subdistrict B Subdistrict 	<p>GENERALIZED ZONING</p> <ul style="list-style-type: none"> Single family Multi-family Office Commercial Light industrial Medical institution 	<p>100'/200' Maximum achievable building heights (non-residential/residential)</p> <p>3.0/5.0 Maximum achievable floor area ratios (non-residential/residential)</p> <p> 10-foot contours</p> <p> Downtown subarea</p>
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Block pattern

Scale and permeability



Bellevue's 600' x 600' superblock pattern influences its circulation, development configuration and pedestrian environment

Bellevue's typical 600' x 600' block dimensions are large compared to other Northwest cities such as Seattle (roughly 230' x 350' with alleys) and Portland (roughly 220' x 220'). This large block pattern is a result of the "superblock" trend that emerged in the mid 20th century, growing out of modernist architecture ideas about separation of pedestrians and automobile traffic and the replacement of the traditional grid pattern with a hierarchy of streets to facilitate traffic flow. The downside of the superblock scheme is that larger blocks require wider streets to service them. Large blocks surrounded by arterials have a number of challenges for creating pedestrian friendly environments but they do have some advantages. For one, they allow for more flexible building location and separation of tower structures. For another, they provide the opportunity to create a network of fine-grained pedestrian pathways and open spaces within the blocks' interiors that knit together multiple entities or activities.

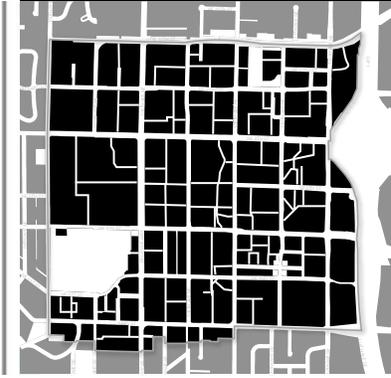


Because there are fewer streets in a large block pattern, those streets must be wider to carry the heavier traffic volumes



Large blocks allow for development of open spaces between buildings

1 mi
5,280 ft
1.6 km



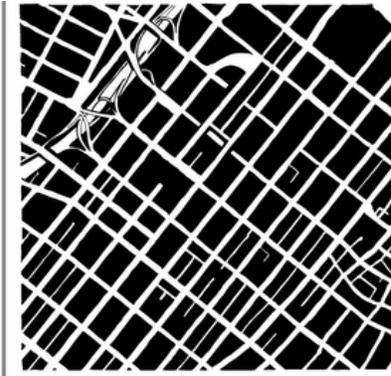
Bellevue figure/ground

□ Right-of-way, mid-block connections, and parks

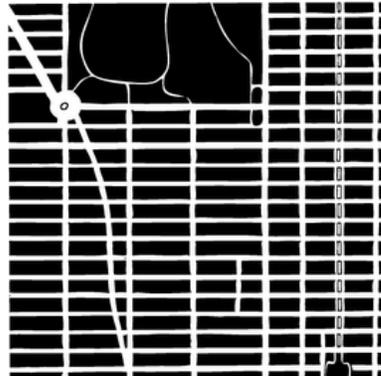
□ Downtown subarea

■ Blocks interior

1 mi
5,280 ft
1.6 km



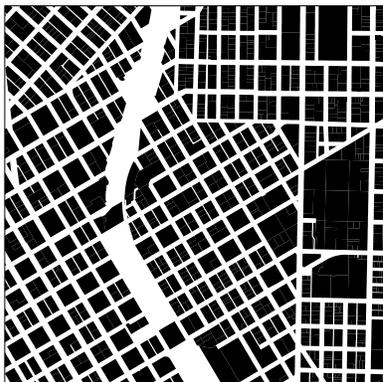
Los Angeles



Manhattan



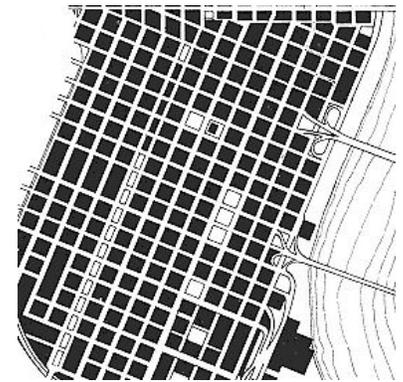
Amsterdam



Seattle



Savannah



Portland

Street hierarchy

Function and design



Bellevue Way is an Auto Bias street with a high level of pedestrian activity and many retail store fronts



NE 6th Street is a Pedestrian Bias street



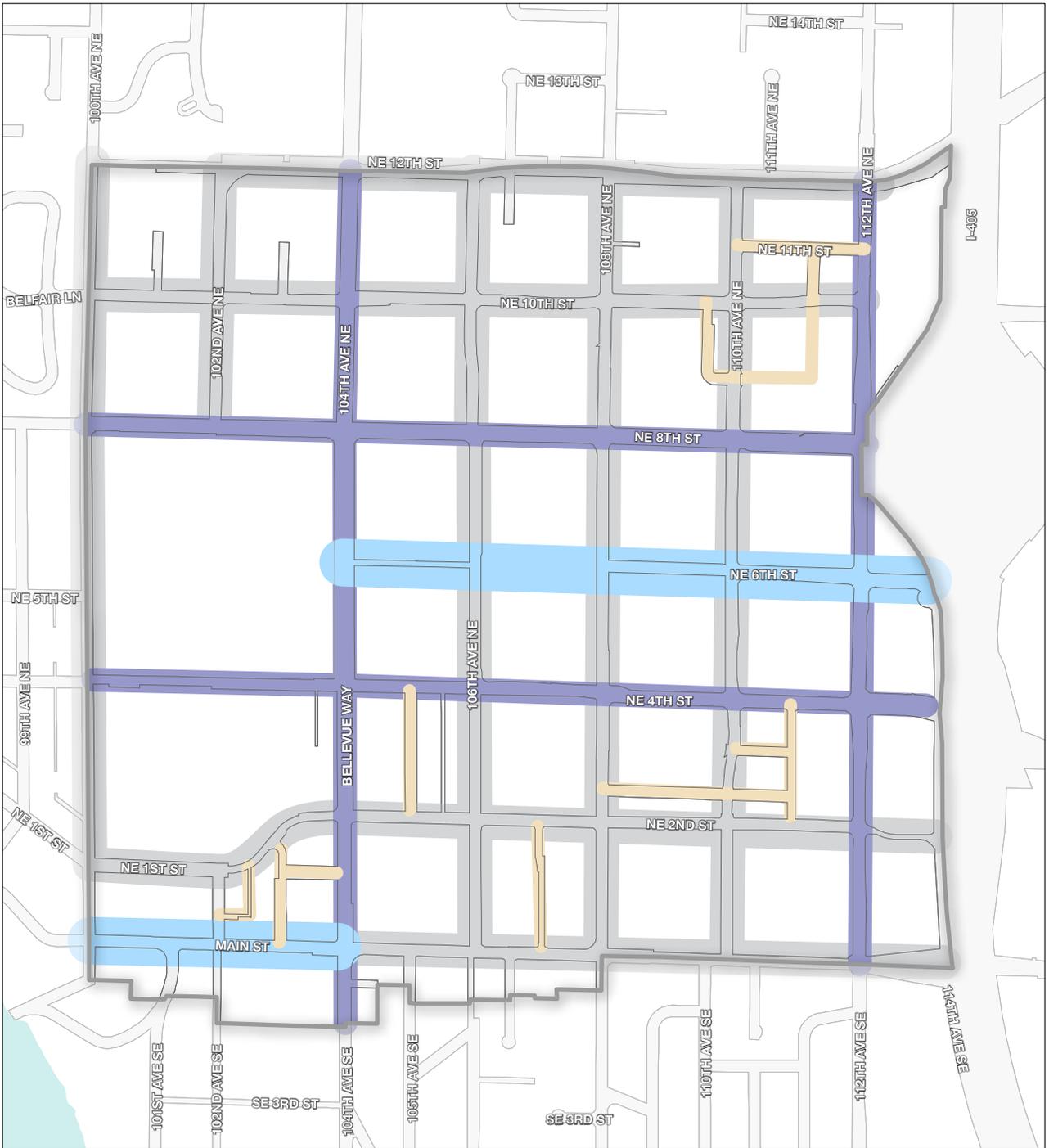
Both NE 1st St. and 102nd Ave. NE are Neutral Bias streets intended to accommodate both vehicular and pedestrian traffic

The City of Bellevue has an integrated set of policies, regulations and guidance materials that direct both improvements to the public sector (street right-of-way, including sidewalks, landscaping and other features) and private development (generally building fronts, first floor uses, building setbacks, subarea plan, stepbacks, etc.) This section describes the functional hierarchy of Downtown streets. The following two sections describe “themed” signature streets and streetscape character, respectively.

The Downtown Subarea Plan policies call for a functional hierarchy of streets based on connectivity, cross-section and current and future traffic volumes.

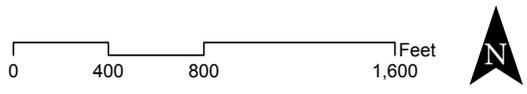
- The Auto Bias streets will provide pleasant pedestrian conditions but are intended for current high vehicle traffic volumes.
- The Pedestrian Bias streets, NE 6th Street and Main Street in Old Bellevue, are configured to encourage pedestrian activity and support pedestrian-oriented uses such as retail shops, restaurants and cafes.
- The streets falling in between these two orientations are designated Neutral and serve both pedestrian and vehicular traffic today. The issue is how they will evolve over time from a character standpoint.
- The secondary streets do not generally accommodate through-traffic and are oriented to provide local vehicular access and pedestrian connectivity.

This hierarchical classification generally influences where regulations and guidelines place the greatest emphasis on pedestrian activity. The Building/Sidewalk Design Guidelines place emphasis on pedestrian activity to varying degrees throughout Downtown. The key question is how to reconcile the street hierarchy with streetscape character and the notion of themed streets? For example, Bellevue Way is distinguished as both an auto-oriented street and a retail-oriented signature street. So, although the street accommodates higher traffic volumes, its streetscape also emphasizes pedestrian activity.



Street hierarchy

- Pedestrian bias
- Auto bias
- Neutral
- Secondary streets (public)
- Downtown subarea



Themed streets

Attractions and activities



As a shopping street, Main St. attracts a high level of pedestrian activity



People enjoying the ambience of 106th Ave. NE, the entertainment street

The Downtown Subarea Plan and Great Streets Design Guidelines outline a series of signature streets, as illustrated on the opposite page. Each signature street has a specific use orientation which in turn influences the type of uses and streetscapes encouraged through zoning and guidelines. The policy intent for each street is summarized below:

- **108th Avenue NE** – Eastside’s business address supporting a dense office environment. Provide incentives and employ public funds to create a dense office environment supported by proximate transit service and retail uses.
- **Main Street** – A small scale, pedestrian friendly character that has developed over time. Encourage new development on Main Street in Old Bellevue that embraces that district’s character.
- **106th Avenue NE** – A concentration of shops, cafes, restaurants and other uses that generate day and after-hours activity. Provide incentives to make 106th Avenue NE Downtown’s “Entertainment Avenue”
- **NE 6th Street** – A pedestrian corridor with ample shopping opportunities that unifies the downtown. Continue to encourage NE 6th Street’s evolution into the connecting spine of downtown’s pedestrian network.
- **Bellevue Way** –A hub of retail activity. Provide incentives for Bellevue Way to realize its vision as the Eastside’s grand shopping street.



Themed streets

SIGNATURE STREETS

- Shopping
- Entertainment
- Commerce
- Pedestrian Corridor

Downtown subarea

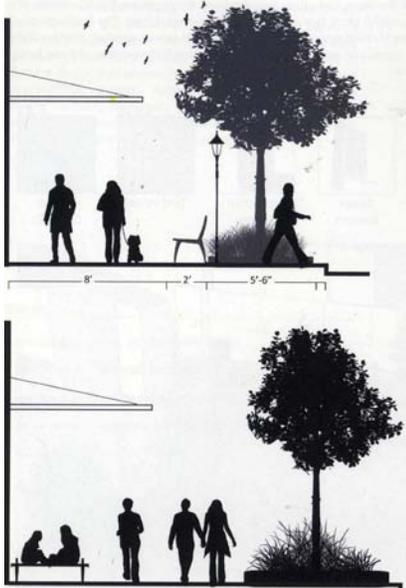


Streetscape character

Feel of the pedestrian realm



| BELLEVUE WAY NE: FRONTAGES |



The 2010 Great Streets guidelines contain detailed recommendations for individual street rights of way

One way the Downtown Subarea Plan policies are implemented is through the 1983 Design Guidelines for Building/Sidewalk Relationships. These guidelines classify Downtown streets into six different designations and establish guidelines for the ground level uses, window transparency, pedestrian cover, street trees, and furniture for each designation. Generally speaking, the level of pedestrian orientation ranges from Type A streets (highest) to Type D streets (lowest). That is, guidelines for Type A streets require more pedestrian oriented ground floor uses, window area and street amenities than the other street types. The guidelines for D/R designated streets are intended to complement residential uses while maintaining a pleasant pedestrian environment and the Type E streets are intended to provide a visual buffer between the Downtown and surrounding neighborhoods.

As the diagram on the opposite page illustrates, there is a clear hierarchy of pedestrian orientation with the primary focus along the NE 6th Street Pedestrian Corridor and the signature street blocks immediately to the north and south. The western most block of Main Street and the area around Downtown Park comprise another pedestrian oriented focus, while the D/R Type streets, especially in the northeast and southeast quadrants, support emerging residential neighborhoods. Type E streets help to frame the Downtown, visually separating it from the surrounding single family neighborhoods.

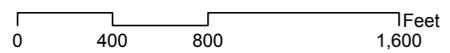
In 2010, the Great Streets Design Guidelines were developed to provide more specific guidance regarding sidewalk width, landscaping, artwork and other pedestrian oriented characteristics, with not as much focus on the building treatment. The 2010 guidelines have not been officially adopted, but will be considered as part of Downtown Livability work.



Building/sidewalk relationship

ROW DESIGNATIONS

- A: All retail
- B: At least 1/2 retail
- C: Some service & commercial
- D: Like C, but less pedestrian-oriented
- D/R: Complements residential
- E: Buffer
- Downtown subarea



Pedestrian network

Getting around



Through-block connections are sometimes combined with automobile access, presenting additional challenges to providing a pleasant pathway



Through-block connections can be intimate and designed to protect residents' privacy



Sometimes through-block connections align between properties, each side constructing ½ the path and adjoining space. This example shows a very attractive connection that was established before the adjoining property on the right was developed and its part of the connection completed.

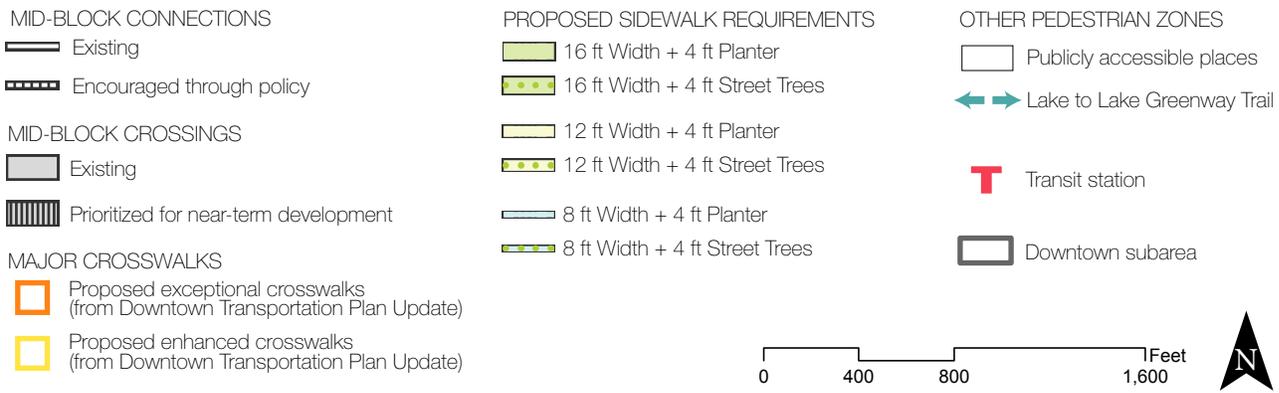
The large block pattern with high volume arterials presents special challenges for creating an efficient and attractive pedestrian system. The City's two solutions have been 1) to establish the NE 6th Street Pedestrian Corridor that serves as Downtown's prominent east west pedestrian spine connecting the Civic Campus and Transit Center to Bellevue Square, and 2) to create a network of through-block pathways and open spaces between the buildings on most of Downtown's blocks. The figure on the opposite page depicts all of the publicly accessible outdoor connections and spaces. The system forms a roughly orthogonal grid pattern with pedestrian pathways every 200 to 300 feet. This spacing compares favorably with most large cities' sidewalk/pedestrian path networks.

The NE 6th Street Pedestrian Corridor has been completed in some sections but in many places there has been no complementary development to provide pedestrian interest. Improved pedestrian connections to the north and south, especially to Downtown Park and extending the Corridor's reach to the east and west, will also add to the Corridor's activity and value as an important urban design feature.

Besides completing the implementation of the 6th Street Pedestrian Corridor and the network of through-block connections (interior to superblocks), the Subarea Plan calls further establishing a series of safe mid-block crosswalks (across arterial streets). The City is currently engaged in implementing these at strategic locations to provide better connectivity between the 600' x 600' blocks.



PEDESTRIAN NETWORK
Getting around



Parks and open space

Outdoor living and play



Ashwood Park provides a large lawn space



Movie night at Downtown Park

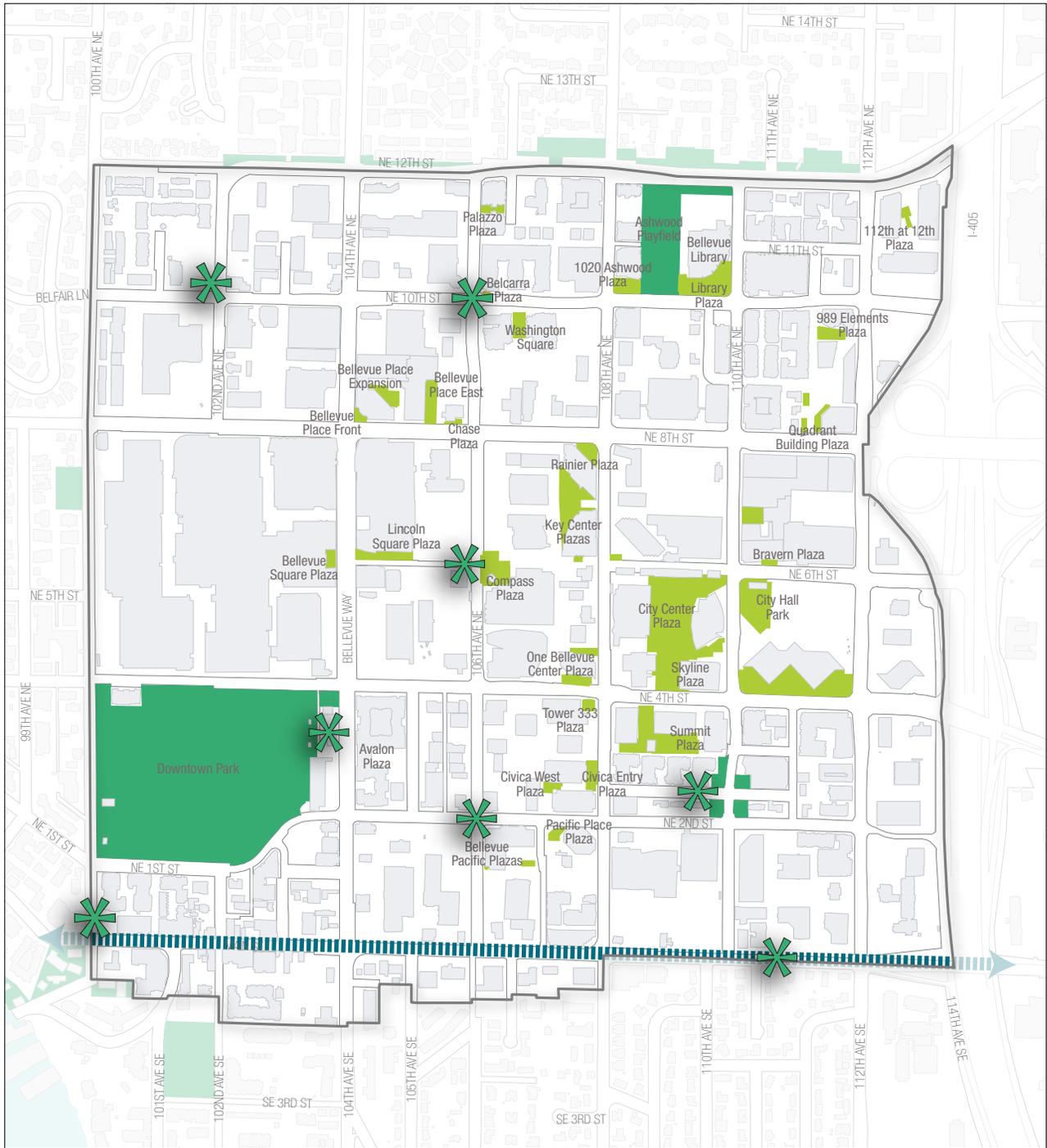


Farmers' Market at Compass Plaza

Downtown's two existing parks: Downtown Park and Ashwood Park, are located in the Downtown's southwest and northeast quadrants, respectively. Both feature large lawn areas and have other major attractions near-by to increase their visibility and activity. The Downtown Subarea Plan calls for the completion of phased development of Downtown Park and the enhancement of its visual and functional presence along Bellevue way. The Plan also states: "Update the Ashwood Park master plan to reflect a contemporary vision for the site that considers some community center functions while retaining significant passive open space use. Explore partnerships for development consistent with this vision."

Downtown Bellevue has approximately 30 publicly accessible plazas. Most were constructed with private development over the past few development cycles. As the map to the right illustrates, there are plazas within a short walking distance of most Downtown areas. However, the Northwest Village and East Main neighborhoods have few or no plazas.

The Subarea Plan concept for Downtown's parks and open space system includes the development of new neighborhood parks in the northwest and southeast quadrants as well as a visual and physical connection to Meydenbauer Bay. Such improvements, especially if they provide for a broader spectrum of activities, will add much to the existing system.



Parks and open space

CITY-OWNED PARKS	PUBLICLY ACCESSIBLE OPEN SPACES	Lake to Lake Greenway Trail
Existing, within downtown	Existing	Buildings
Existing, outside downtown		Downtown subarea
Future parks and open space (planned and potential)		

0 400 800 1,600 Feet

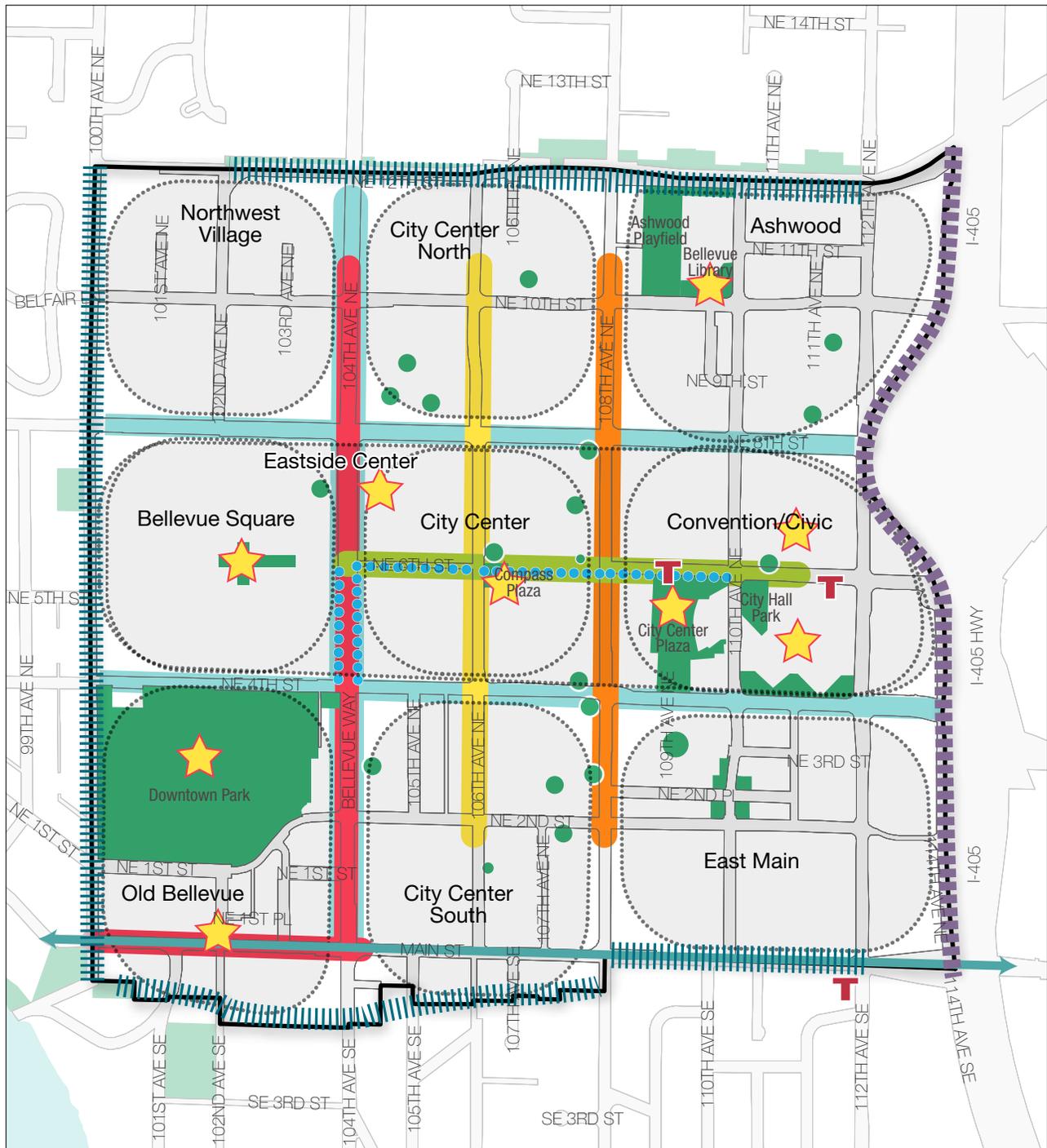
Downtown districts

Enjoying downtown

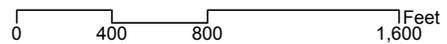


The Downtown Subarea Plan states: “A key piece of the Great Place Strategy that Guides this Subarea Plan is development of a series of distinct, mixed-use neighborhoods (or districts) within Downtown that each capitalize on their locations and unique identities.” To this end the Plan identifies nine neighborhood districts. The Plan then combines the central three districts from the civic campus area to Bellevue Square into one district called the “Eastside Center District”. The diagram on the opposite page identifies the districts, important attractions and defining edges for each.

The Plan policies call for reinforcing the unique characteristics of each neighborhood or district by providing development incentives, establishing design guidelines and applying different streetscape standards. Land use patterns reinforced by zoning and local parks and amenities already provide some differentiating characteristics. For example, there are already a growing number of residences in the Ashwood, Old Bellevue and East Main neighborhoods. Especially in Ashwood, a strong residential character has developed. The intensity of development and potentially unifying aspects of the 6th Street Pedestrian Corridor give the Eastside Center District a strong identity and the character and scale of buildings south of Downtown Park make the Old Bellevue neighborhood unique. The Plan includes specific policies for each district. The following pages illustrate how those policies complement existing conditions in each of the districts.



NEIGHBORHOOD CHARACTER
Enjoying downtown



- | | | | |
|---------------------------|-----------------------------|------------------------|--------------------------|
| Downtown subarea | OPEN SPACE | EDGES | SIGNATURE STREETS |
| Neighborhoods | Large gathering spaces | I-405 | Shopping |
| Attraction/public feature | Small plazas | Neighborhood interface | Entertainment |
| Transit station | Lake to Lake Greenway Trail | Auto-bias arterials | Commerce |
| | | Pedestrian corridor | Pedestrian corridor |
| | | | Art Walk |

Northwest Village



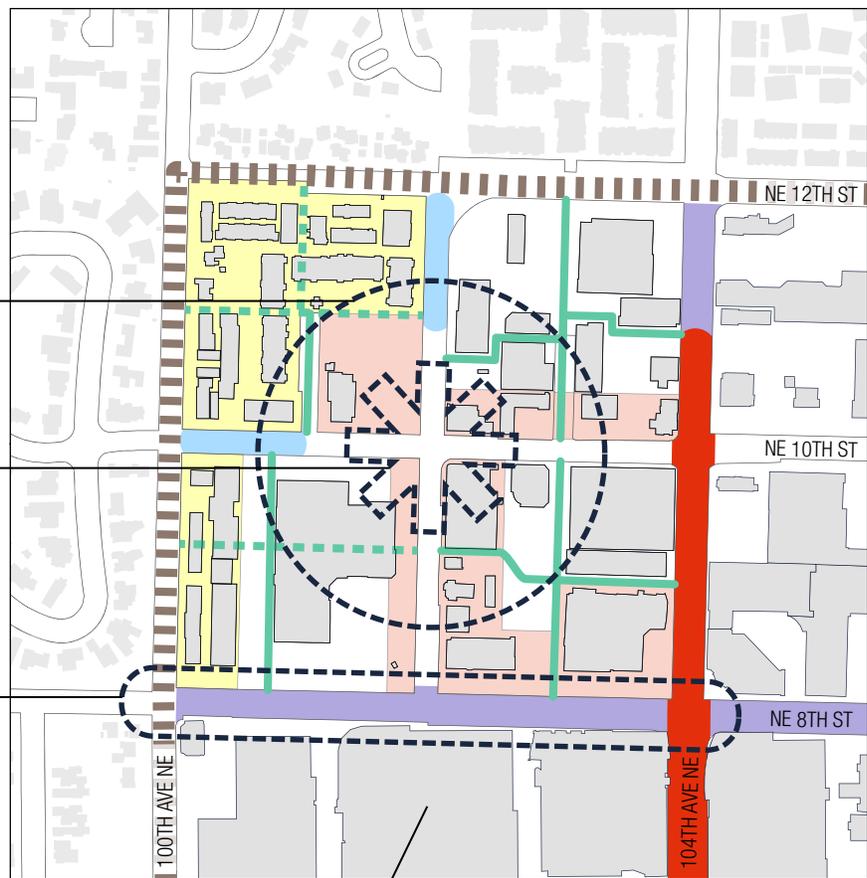
A neighborhood services district with significant growth potential. Infill and large-scale redevelopment with housing and open space will add to the village feel as the district evolves into a vibrant urban neighborhood.

- **POLICY S-DT-58.** Create intimacy for the pedestrian through the development of “alleys with addresses.” These are small-scale pedestrian frontage accessed off of mid-block connections.
- **POLICY S-DT-61.** Examine additional opportunities for on-street parking in the district.
- **POLICY S-DT-62.** Explore opportunities for shared parking, or park-once district concept for short term parking.

Legend

STREET CHARACTER	PUBLIC REALM	GENERALIZED LAND USE CONDITION
Shopping theme	Civic facility	Concentration of residences
Entertainment theme	Proposed exceptional crosswalk	Strong retail orientation
Commercial theme	Public park	Downtown edge
Pedestrian Corridor	Open space	
Auto biased street	Pedestrian connection	
Residential-oriented street	Potential future connection	

- **POLICY S-DT-63.** Develop a neighborhood park in the Northwest Village District.
- **POLICY S-DT-64.** Emphasize the intersection of 102nd Ave. NE and NE 10th St. as a central gathering place for the district.
- **POLICY S-DT-60.** Enhance the connection and interface for the pedestrian from the Northwest Village District to Bellevue Square.



Bellevue Square

City Center North

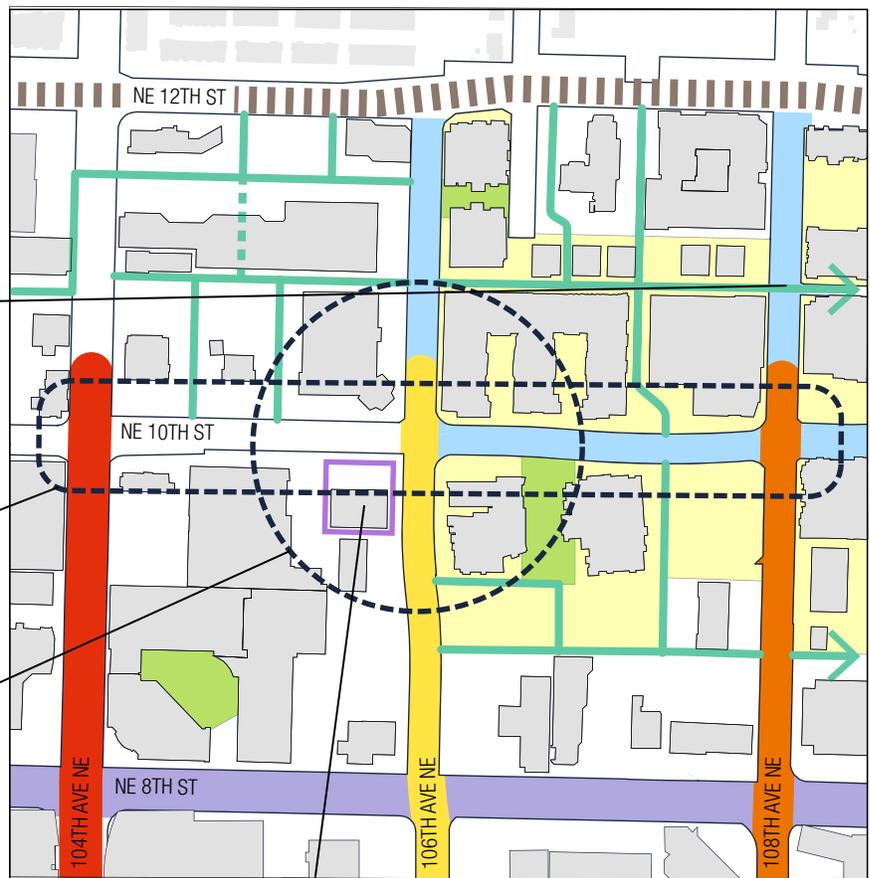


Bellevue Place and high-rise housing on NE 10th Street define the district. Tateuchi Center and additional high-rise housing will add more activity.

Legend

STREET CHARACTER	PUBLIC REALM	GENERALIZED LAND USE CONDITION
Shopping theme	Civic facility	Concentration of residences
Entertainment theme	Proposed exceptional crosswalk	Strong retail orientation
Commercial theme	Public park	Downtown edge
Pedestrian Corridor	Open space	
Auto biased street	Pedestrian connection	
Residential-oriented street	Potential future connection	

- POLICY S-DT-66.**
 Improve pedestrian connectivity from City Center North to the Ashwood District to the east, Northwest Village to the west, and across NE 8th St. to the south.
- POLICY S-DT-65.**
 Encourage the development of high-rise housing along NE 10th St. within the district.
- POLICY S-DT-67.**
 Develop a soft or hard open space amenity in the vicinity of 106th Ave. NE and NE 10th St.



Proposed Tateuchi Performing Arts Center

Ashwood



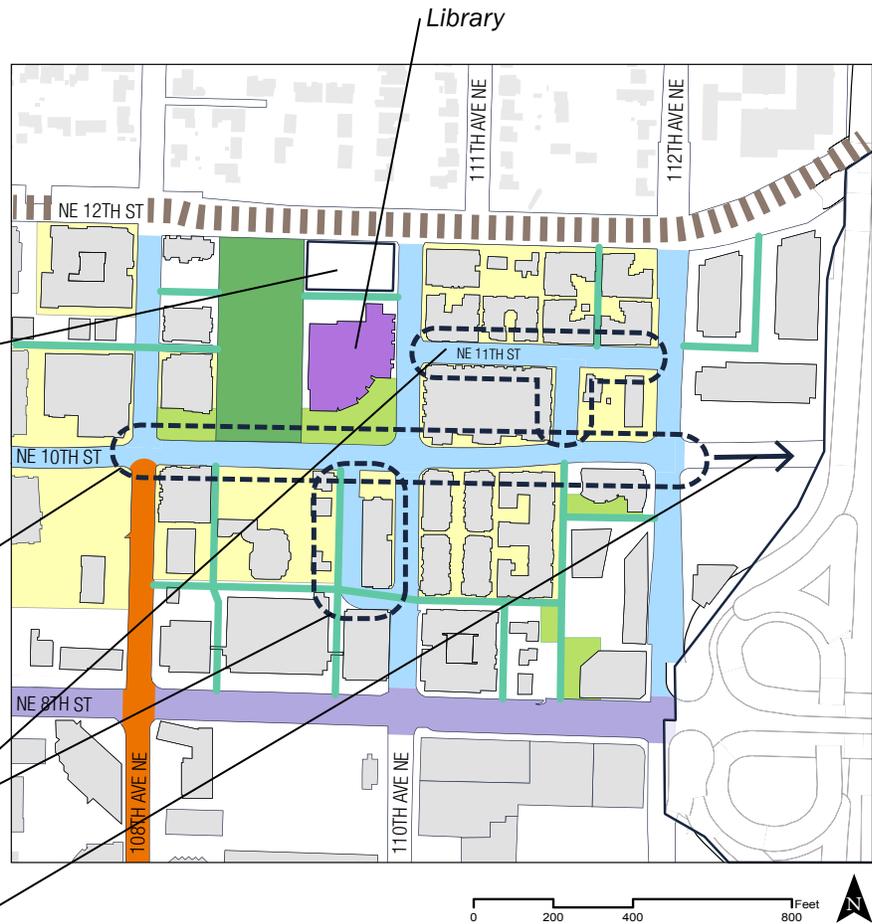
Home to the King County Library, Ashwood Park, and dense urban housing. Future improvements to Ashwood Park will play a large role in the maturation of the district.

- **POLICY S-DT-69.** Encourage other civic users to locate in this district, using the King County Library as an anchor.
- **POLICY S-DT-71.** Examine additional opportunities for on-street parking in the district.
- **POLICY S-DT-70.** Encourage uses that will bring additional pedestrian activity to the area.
- **POLICY S-DT-75.** Encourage a unified, high density urban residential community with supporting neighborhood retail and service uses.
- **POLICY S-DT-76.** Limit the amount of office and retail development in the area to take into account the predominantly residential character of the area.

Legend

STREET CHARACTER	PUBLIC REALM	GENERALIZED LAND USE CONDITION
Shopping theme	Civic facility	Concentration of residences
Entertainment theme	Proposed exceptional crosswalk	Strong retail orientation
Commercial theme	Public park	Downtown edge
Pedestrian Corridor	Open space	
Auto biased street	Pedestrian connection	
Residential-oriented street	Potential future connection	

- **POLICY S-DT-72.** Encourage expansion of the King County Library to the north. Explore a potential partnership to develop appropriate community center facilities as part of the expansion.
- **POLICY S-DT-68.** Explore opportunities to unite the district by bridging a perceived gap formed by NE 10th St.
- **POLICY S-DT-74.** Encourage ground-level residential units on 109th Ave. NE, 111th Ave. NE, and NE 11th St.
- **POLICY S-DT-73.** Provide pedestrian and bicycle connectivity across I-405 at NE 10th St.



Eastside Center



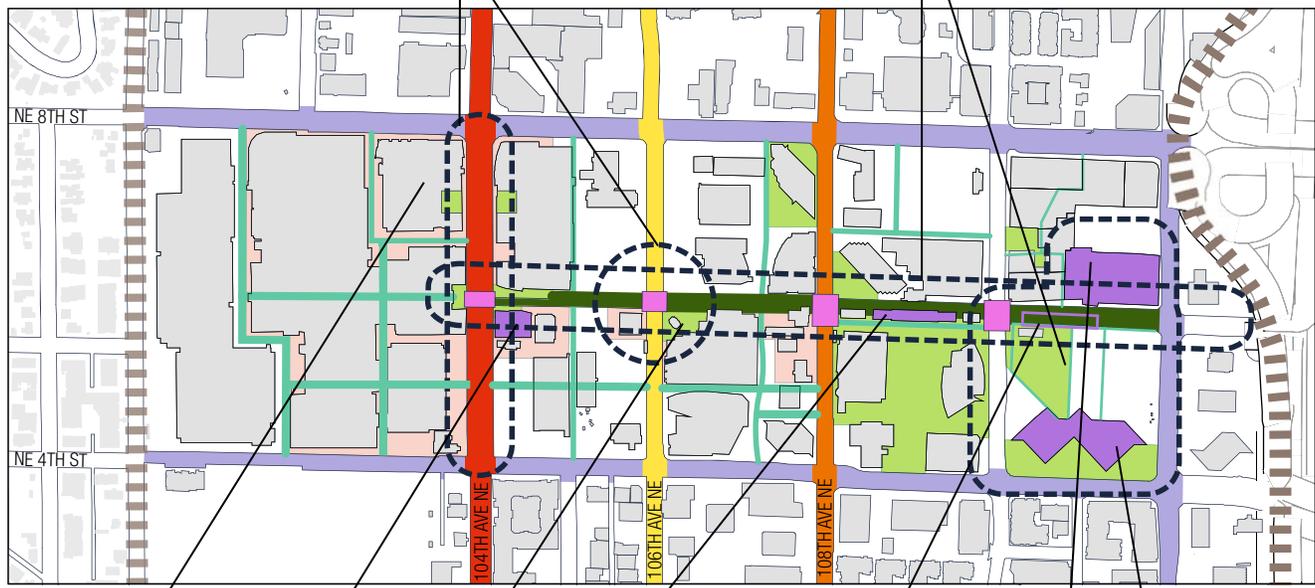
The symbolic and functional heart of the Eastside Region. Comprised of Bellevue Square, City Center and Civic/Convention Center District. Within walking distance of Downtown's key features and tied together by the Pedestrian Corridor.

- **POLICY S-DT-82.** A range of activities shall be permitted, including office, urban residential, hotel, retail, civic, and entertainment uses.
- **POLICY S-DT-83.** Day-time and night-time activities should be encouraged.
- **POLICY S-DT-84.** Encourage pedestrian-oriented post office facilities to be located in this area.
- **POLICY S-DT-85.** Allows uses and development intensity that is supportive of transit and day/night activity.
- **POLICY S-DT-86.** Discourage use of the eastern portion of this district for large-scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.

Legend

STREET CHARACTER		PUBLIC REALM		GENERALIZED LAND USE CONDITION	
	Shopping theme		Civic facility		Strong retail orientation
	Entertainment theme		Exceptional crosswalk		Downtown edge
	Commerce theme		Public park		
	Pedestrian Corridor		Open Space		
	Auto Biased street		Pedestrian connection		

- **POLICY S-DT-80.** Pedestrian Crossings may be appropriate over the public right-of-way on Bellevue Way between NE 4th St., and NE 8th St. between Bellevue Way and 110th Ave. NE, provided that there is a clear demonstration of public benefit, and design criteria are fully met.
- **POLICY S-DT-79.** Provide incentives to develop the intersection of 106th Ave. NE and NE 6th St. as a central location for public gatherings.
- **POLICY S-DT-81.** Develop the NE 6th St. Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.
- **POLICY S-DT-78.** Capitalize on the relocation of City Hall to Downtown to help nurture a strong civic and convention center presence on the eastern portion of the Eastside Center District.



Bellevue Square Bellevue Arts Museum Compass Plaza Bellevue Transit Center Proposed Light Rail Station Meydenbauer Center City Hall

Old Bellevue



The roots of Downtown and home to many small shops and Downtown's oldest buildings – a traditional “Main Street USA” with low traffic volumes, comfortable sidewalks, and on-street parking. Home to the 20-acre Downtown Park.

- **POLICY S-DT-91.** Reinforce the unique character of the area by encouraging residential development, specialty retail, and other development with an emphasis on pedestrian activity.
- **POLICY S-DT-88.** Encourage redevelopment to maintain some of the historic façade treatments of older buildings in the district.
- **POLICY S-DT-89.** Explore opportunities for shared parking, or a park-once district concept, to improve the availability of the short-term parking supply for retail and service users.

- **POLICY S-DT-114.** Strengthen pedestrian connections between Downtown Park and other features, such as Bellevue Sq., the NE 6th St. Pedestrian Corridor, Bellevue Way, Main St., and Meydenbauer Bay. This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown.
- **POLICY S-DT-112.** Complete the phased development of Downtown Park, and enhance its visual and functional presence on Bellevue Way.
- **POLICY S-DT-87.** Provide a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay.
- **POLICY S-DT-90.** Establish a heightened presence of Downtown Park as seen from Bellevue Way.

Legend

STREET CHARACTER	PUBLIC REALM	GENERALIZED LAND USE CONDITION
Shopping theme	Civic facility	Concentration of residences
Entertainment theme	Proposed exceptional crosswalk	Strong retail orientation
Commercial theme	Public park	Downtown edge
Pedestrian Corridor	Open space	
Auto biased street	Pedestrian connection	
Residential-oriented street	Potential future connection	



Expand Downtown Park presence along Bellevue Way

Lake to Lake Greenway Trail

City Center South



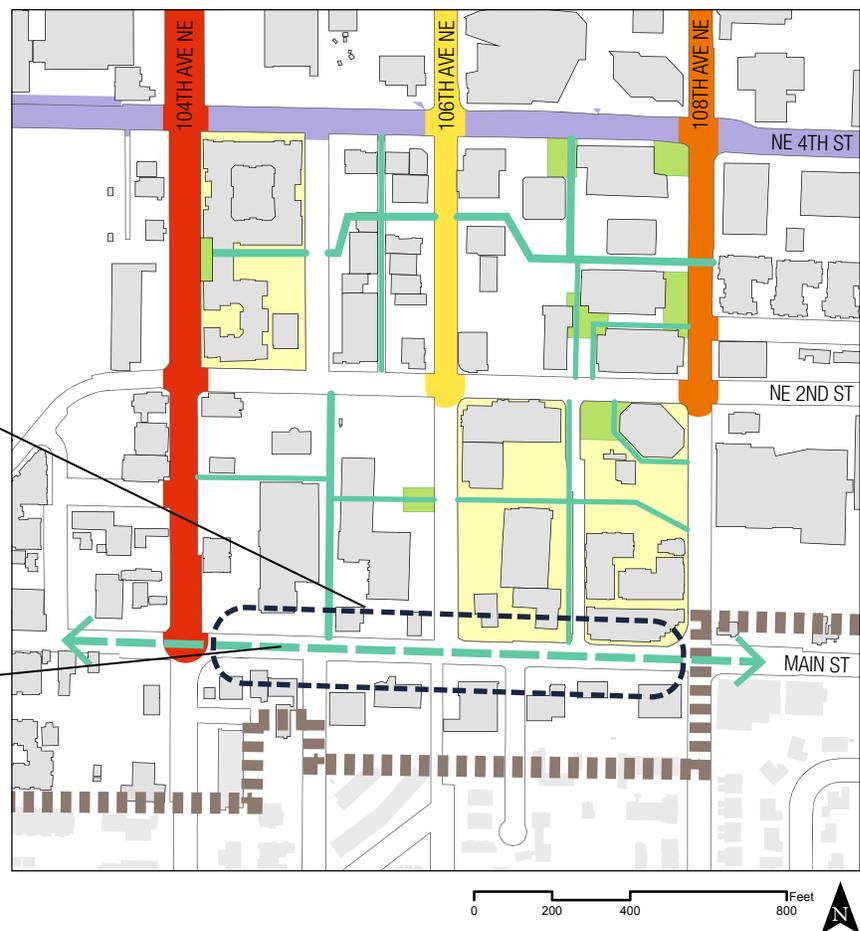
Emerging as a true mixed-used neighborhood with restaurants, retail and housing. Proximity to residential neighborhoods calls for appropriately scaled transitional uses along the edge.

- **POLICY S-DT-92.** Encourage development of neighborhood-serving retail uses.
- **POLICY S-DT-93.** Explore opportunities for “live/work” spaces in the district.

Legend

STREET CHARACTER	PUBLIC REALM	GENERALIZED LAND USE CONDITION
Shopping theme	Civic facility	Concentration of residences
Entertainment theme	Proposed exceptional crosswalk	Strong retail orientation
Commercial theme	Public park	Downtown edge
Pedestrian Corridor	Open space	
Auto biased street	Pedestrian connection	
Residential-oriented street	Potential future connection	

- **POLICY S-DT-94.** Encourage new development to provide open space amenities that are accessible to the public and function as neighborhood gathering place on the south side of Main Street, between 108th Ave. SE and Bellevue Way SE.
- **POLICY S-DT-109.** Provide an east-west connection through the Downtown Subarea for the Lake-to-Lake Trail system.



East Main



A district with a great deal of potential. Significant residential and some office developed since the 1990s but still lacks a defining feature; needed open space could provide this focal point and catalyze development.

Legend

STREET CHARACTER	PUBLIC REALM	GENERALIZED LAND USE CONDITION
■ Shopping theme	■ Civic facility	■ Concentration of residences
■ Entertainment theme	■ Proposed exceptional crosswalk	■ Strong retail orientation
■ Commercial theme	■ Public park	Downtown edge
■ Pedestrian Corridor	■ Open space	
■ Auto biased street	■ Pedestrian connection	
■ Residential-oriented street	■ Potential future connection	

- **POLICY S-DT-96.** Take advantage of the topography of the area for views as well as visibility from I-405.
- **POLICY S-DT-95.** Develop a linear neighborhood park in the vicinity of NE 2nd Place that acts as a defining feature for the district.
- **POLICY S-DT-98.** Explore opportunities to showcase the historic Sacred Heart Catholic Church on Main St.
- **POLICY S-DT-97.** Enhance the transition from the South Main District to the adjacent neighborhoods by providing a lineal green open space buffer in the vicinity of the southeast corner of Downtown.



Acknowledgements

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