City of Bellevue

STAFF REPORT

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I. DOWNTOWN LIVABILITY INITIATIVE - DRAFT LAND USE CODE AMENDMENT

This Staff Report has been prepared to support the Public Hearing and Planning Commission consideration of code amendments drafted to advance the Downtown Livability Initiative. The draft code amendment would update Bellevue's Downtown Land Use Code, Part 20.25A LUC. The Downtown Livability Initiative represents the first substantial update of the Downtown Land Use Code since its original adoption in 1981. This update responds to over 30 years of growth, and also ensures that Bellevue's Downtown development regulations are consistent with the Comprehensive Plan which is required by the State's Growth Management Act (GMA).

How is Livability advanced by the Downtown Code update?

The Downtown LUC Update is part of a larger livability package. The LUC Update does not represent all the action items that came out of the Downtown Livability Initiative, but it is an essential part. The Comprehensive Plan, and the Downtown Subarea Plan contained within the Comprehensive Plan, provide the guiding policies for this LUC Update. The Downtown Subarea Plan states that the Downtown must be viable, livable, memorable, and accessible. The LUC Update is intended to make subtle changes to the current regulatory structure that can make a huge difference in the quality of place—a place that feels cold, unsafe and place-less versus a place that feels warm, safe and rich in character. The draft Downtown Livability LUC Update currently before the Planning Commission for review, together with the prior Early Wins Amendment that was adopted by Council in March 2016, contribute to the broader Downtown Livability Initiative objectives that are summarized below.

Walkability

- Increase the width of sidewalks required on multiple streets.
- Improve through-block connections for pedestrians to navigate the Downtown on foot.
- Improve street-edge pedestrian conditions that promote visual interest, pedestrian-scaled lighting and signage, pedestrian amenities, enhanced/active streetscapes, and integration of artistic elements.
- Expand weather protection to enhance year round pedestrian comfort.

- Accommodate additional capital improvements identified as part of companion Downtown Transportation Plan.

Neighborhood Character

- Reinforce key elements of unique Downtown neighborhood character.
- Tailor open space amenities to align with neighborhood needs.

Urban Form, Light and Air

- Enhance access to light and air between towers with separation between towers and ground level open spaces.
- Expand variability in the built environment.
- Enhance skyline form and memorability.
- Improve building form to avoid blocky and homogeneous character of buildings.

Transition Between Downtown and Adjoining Neighborhoods

- Retain graceful transitions between urban forms of the Downtown and adjacent lower intensity neighborhoods.
- Reinforce pedestrian connections between Downtown and adjacent areas.
- Focus on gateways into and out of the Downtown to reinforce transitions.

Downtown Amenities

- Improve relationship of amenities to Downtown neighborhood character.
- Update economics based on market realities to ensure incentives are used and achieve intended outcomes.

More Green and Sustainable Downtown

- Enhance focus on sustainability and ecological performance in the development of buildings and sites throughout Downtown (to ensure a softer and more sustainable environment).
- Increase green features in the pedestrian realm – planter strips and tree pits, green walls, open space.

Accessibility

- Improve accessibility for all residents and visitors to Downtown, including improved accessibility for vans/cars in parking areas and for mobility-impaired pedestrians.

Mixed Use Downtown

- Update code to accommodate the evolving character of uses found in vibrant pedestrian areas (e.g. doggie day cares).
- Level the playing field for nonresidential uses, to ensure that Downtown continues to also serve as a strong office/job center.

Affordable Housing

- Encourage affordable housing through a range of tools (to be further developed with city-wide Affordable Housing Strategy efforts).

Planning for Light Rail Stations

- Improve pedestrian connections around station areas.
- Ensure that the right use and density mix is enabled around stations.

Parking

- Enhance flexibility in the calculation of parking ratios to guard against overbuilding while maintaining parking levels essential to accommodate visitors.
- Enhance parking standards to accommodate multimodal commuters in need of supporting infrastructure (e.g., bike facilities).

Flexibility

- Add flexibility to ensure the Code allows for the best and most creative development ideas.

Building Height and Form

- Add height to incent the development of slender buildings that provide greater tower separation and ground-level open space
- Add height to foster the use of distinctive architecture that contributes to a variable and recognizable skyline.
- Add amenities to offset the livability impacts of added building height and density.

II. THE CODE ADOPTION PROCESS

The code adoption process is an action by the City Council, or a Process IV decision under LUC 20.25A.400-.450. A Process IV decision requires a notice of application, a notice of hearing before the Planning Commission, a hearing before the Planning Commission, and a recommendation from the Planning Commission to the City Council. The City Council holds a public meeting and considers the Planning Commission's recommendation. The Council may adopt, deny, or refer the proposal back to the Planning Commission for further consideration. When an ordinance would take effect in the jurisdiction of the East Bellevue Community Council (EBCC), there would be a courtesy EBCC hearing before the proposal goes to the Council and a final EBCC hearing after the Council makes its decision. However, in this case, the proposal will not take place within the jurisdiction of the EBCC, thus no hearing before the EBCC is required.

III. PUBLIC OUTREACH

A. Council Principles for Downtown Livability Initiative

The over-arching purpose of the Downtown Livability Initiative is to advance implementation of the Downtown Subarea Plan, in particular the Plan's central theme of making Downtown more Viable, Livable, Memorable and Accessible. When Council launched the Downtown Livability Initiative, it included guidance in the form of project principles as shown in Attachment A. They include changes observed in the decades since the original Land Use Code was adopted in 1981 and associated principles. These principles have provided essential guidance and grounding for the Citizen Advisory Committee (CAC), City staff, Planning Commission, Council, stakeholders and the community at large as the initiative has progressed.

B. Land Use Code Audits

As part of the Downtown Livability Initiative, a series of Land Use Code "Audits" were developed in spring 2013 and published on June 19, 2013. They covered all elements of the existing Downtown Land Use Code (such as design guidelines, height and form, parking, incentive

system, etc.) and they have been consolidated and included as Attachment B. The audits summarized existing code provisions and policies and described results on the ground, then drawing observations about where codes and policies are working well and where they could be improved. The audits were informed heavily by a series of focus groups that included residents, property owners, businesses, architects and designers, real estate professionals and other interested parties. The purpose of the audits was to ensure that the Land Use Code features that are working well are retained and to focus changes on items needing improvement or necessary to foster new opportunities. The code audits provided an important foundation for considering potential Downtown Land Use Code changes.

C. Downtown Livability CAC Final Report

The Downtown Livability CAC began work on the Downtown Livability Initiative in May 2013 and completed its charge in June 2014. The CAC met a total of 13 times in open meetings. Their Final Report that was transmitted to Council is dated October 13, 2014 and is included as Attachment C. The focus of the CAC work was to evaluate and identify Downtown Land Use Code amendments. The CAC report includes a series of recommendations and areas for additional analysis arranged by the following topics:

- Public Open Space;
- Pedestrian Corridor;
- Design Guidelines;
- Amenity Incentive System;
- Station Area Planning;
- Building Height and Form;
- Downtown Parking; and
- Other Topics (such as sidewalk widths, vacant sites and buildings, mechanical equipment screening, recycling and solid waste, range of permitted uses and Downtown food trucks).

The CAC process included many opportunities for public input and participation, including traditional open houses, walking tours, focus group discussions, website review, and participation in CAC meetings (where an opportunity for public comment was provided at each meeting).

D. Overall Planning Commission Process

The Planning Commission has been reviewing the Downtown Livability CAC recommendations and developing the draft LUC Update over the past 18 months. This included the Early Wins code amendments adopted by the City Council in March 2016. Each Planning Commission meeting has included opportunities for public comment. All materials submitted to staff or the Commission between meetings are included in their packet for review. Staff has also conducted multiple open houses, posted materials on the project website, and met with individual stakeholders, established groups and a wide array of other interested parties. The Planning Commission has welcomed all public comment in their process. It has been an important input in developing their draft LUC Update.

E. Early Wins

The Planning Commission began its work shortly after the CAC recommendations were completed. The first action of the Planning Commission on the Downtown LUC Update was to recommend approval of an expedited subset of the CAC recommendations that were referred to as the Downtown Livability "Early Wins." The Planning Commission recommendation on the Early Wins was forwarded to the City Council in 2015. The City Council adopted the Early Wins by Ordinance No. 6277 as the first installment of code amendments necessary to advance the Downtown Livability Initiative. The Early Wins included updates to the land use charts, signage requirements for publicly accessible spaces, mechanical equipment location and screening standards, street trees requirements, a redefinition of the Downtown boundary, overhead weather protection requirements, and an extension of the Major Pedestrian Corridor.

F. Joint Council and Planning Commission Meeting and Council Principles re: Incentive System

In November 2015, a special City Council meeting was held that included the Planning Commission. The focus was on discussion of updating the Downtown amenity incentive system. The Downtown Livability CAC had provided a set of recommendations, but acknowledged that significant additional analysis and economic modeling would be needed. In January 2016, Council adopted a set of principles as shown in Attachment D to guide the update of the amenity incentive system based on discussion from the joint meeting. The subsequent work by Staff and the City's economic consultant (BERK) on the proposed structure and approach to update incentive and to develop specific recommendations as included in the draft LUC relate directly to these principles.

IV. DRAFT LAND USE CODE UPDATE

The draft Downtown LUC Update currently before the Planning Commission for consideration represents the second installment of code amendments necessary to advance the Downtown Livability Initiative. The draft Downtown LUC Update is included as Attachment E to this Staff Report. The current draft reorganizes and rewrites the Downtown part of the Land Use Code, Part 20.25A LUC, that remained to be updated following completion of the Early Wins (discussed in Section III.E of this Staff Report).

The draft LUC Update begins with an applicability section and a section that explains its organization. Definitions follow in draft LUC section 20.25A.020 and required permit review processes are described in draft LUC section 20.25A.030. As in the past, design review would be required for all new development in Downtown, and Master Development Plans would be required for phased projects or projects that have multiple buildings. In addition, this draft part provides new processes for departures from substantive sections on the code in certain circumstances. These departures would offer more flexibility to applicants.

The Land Use Charts contained in draft LUC section 20.25A.050 were largely updated as part of the Early Wins. However, two targeted amendments were made to create flexibility in the development congregate care senior housing, and to advance city-wide consistency in the siting of Transient Uses.

Height and form are addressed in the Dimensional Charts in draft LUC section 20.25A.060, and many amendments have been proposed consistent with CAC recommendations and Planning Commission direction. These amendments include increases in maximum floor plates above 40 feet and 80 feet, increases in maximum height, and increases in maximum floor area ratio (FAR) which determines the density of a development. Additional requirements are included to enhance access to light and air between towers, and are identified in the dimensional chart as tower setbacks and tower separation requirements. Additional design provisions applicable to towers that received increased height maximums can be found in draft LUC section 20.25A.075.

Upper level stepbacks of 20 feet and 15 feet are required in the Downtown Core and in the Downtown perimeter, respectively, and these provisions can also be found in draft LUC section 20.25A.075. The latter provision helps to maintain a graceful transition to the adjacent residential neighborhoods. These stepbacks are required to occur between 20 feet and roughly 50 feet above grade.

The amenity incentive system has been updated to reflect today's land values and the differences between Downtown neighborhoods. Available amenities and the exchange rates associated with the amenities have been calibrated to reflect current development market realities. To accomplish this outcome, some existing amenities, such as parking and residential uses, have been removed and new amenities have been added. New amenities in the system include:

- Enhanced Streetscape;
- Historic Preservation of Physical Sites and Buildings;
- Historic and Cultural Resources Documentation;
- Alleys with Addresses;
- Freestanding Canopies at Corners and Transit Stops;
- Pedestrian Bridges;
- Neighborhood Serving Uses;
- Sustainability Certification; and
- Flexible Amenity (available through a Council-approved Development Agreement).

The Green and Sustainability Factor is a new part of the Downtown code that is based on a scoring system. These new provisions can be found in draft LUC section 20.25A.120. This section requires that an applicant choose from a suite of elements including landscaping, tree preservation, structural soil systems and green roofs that must be incorporated into a project. The Green and Sustainability Factor will help to increase the amount of landscaping and green infrastructure used in Downtown development.

The design guidelines in LUC 20.25A.140 to 20.25A.180 are a combination of new design guidelines and old provisions. Some of the old provisions included the Building Sidewalk Design Guidelines have been combined with newer ideas taken from the CAC recommendations and stakeholder engagements. These updates will result in more walkable streetscapes, accessible outdoor plazas, better pedestrian and bike connectivity, attractive buildings and general design excellence. All of these elements will make Downtown more viable, livable, memorable and accessible. The design guideline format has also been updated

to align with newer sections of the LUC (such as BelRed), and to increase the use of graphics for enhanced code usability.

The balance of Section IV of this Staff Report provides a detailed description of the draft LUC Update by code section.

A. Organization, LUC 20.25A.010

The organization of draft Part 20.25A LUC is explained in LUC 20.25A.010.B. The code is organized in regulatory building blocks that create a comprehensive code that is intended to be intuitive to navigate. The building blocks are listed below along with their purpose:

- Land Use Classifications are applied to each Downtown parcel to determine uses, dimensional requirements, and requirements of the Amenity Incentive System. See Draft LUC Figure 20.25A.060.A.2.
- Perimeter Overlay Districts impose more stringent dimensional standards than the underlying land use classification to provide an area for lower intensity development. These district help to create a buffer between less intense uses outside of Downtown and the more intensively developed properties within Downtown. See Draft LUC Figure 20.25A.060.A.3.
- Neighborhood Design Districts are distinct, mixed use neighborhoods that reinforce their locational assets and unique identities. See Draft LUC Figure 20.25A.070.D.1.
- Right-of-Way Designations provide a hierarchy of rights-of-way organized by streetscape type and reflect pedestrian activity. Some design guidelines for Downtown are organized by Right-of-Way Designation. See Draft LUC section 20.25A.170.B.
- Major Pedestrian Corridor is an alignment for focused pedestrian use on NE 6th from 102nd Avenue to 112th Avenue NE. Development guidelines and requirements are geared toward making this a pedestrian friendly environment and includes areas identified along the corridor for Major Public Open Spaces. See draft LUC section 20.25A.090.C.1.

All of these building blocks are intended to work together to form a rich and vibrant Downtown environment.

B. Definitions, LUC 20.25A.020

The draft Definitions section is new to the Downtown part of the LUC. This draft LUC section provides definitions applicable to the Downtown and identifies general definitions of LUC 20.50 that do not apply to the Downtown part. This amendment would align the Downtown code with more recently adopted definition sections included in the BelRed, Shoreline, and Light Rail Overlay parts of the LUC.

C. Review Required, LUC 20.25A.030

As require by the current code, draft code continues to require all Downtown development proposals to go through Design Review. Phased projects or projects with multiple buildings continue to require Master Development Plan review under the terms of the draft code. And, as provided in the current code, the draft code allows these reviews to be merged with any

required Administrative Conditional Use Permits or Variances as a single Process II administrative decision.

LUC 20.25A.030.D has two new processes: one for administrative departures and one for Council-approved departures. Administrative departure departures would be made by the Director, while departures requiring a Development Agreement would be made by the City Council. Administrative departures are provided throughout the chapter. A few examples include departures from:

- Tower separation requirements;
- Linear buffer requirements;
- Wayfinding requirements; and
- Street frontage requirements.

Departures memorialized through a Development Agreement may be granted by the City Council to:

- Modify uses prohibited under LUC 20.25A.040 and 050 necessary to facilitate adaptive reuse of a building in existence when the code was updated;
- Modify the amenity system to include a new flexible amenity;
- Approve the final design of a pedestrian bridge;
- Approve Pedestrian Corridor Development Plans that depart from the guidelines; and
- Approve Major Public Open Space Development Plans that depart from the guidelines.

In the draft LUC Update, Development Agreements are considered to be an exception, and not the rule. As a result, departures granted by the City Council are likely to be uncommon.

D. Nonconforming Uses, Structures and Sites, LUC 20.25A.040

The nonconforming provisions were moved from their current location in LUC section 20.25A.025 and conformed to other draft sections of the draft LUC Update to ensure consistency. The amendments include requiring an Administrative Conditional Use Permit rather than a Conditional Use Permit for a nonconforming use expansion. The Administrative Conditional Use process can be better merged with Design Review and Master Development Plan approvals to create transparency for the public and a predictable process for the applicant. Another amendment allows destroyed nonconforming structures to be rebuilt consistent with the nonconformity that existed prior to destruction. Currently, structures destroyed by more than 75 percent of their replacement value would be required to be brought into compliance with the currently applicable code. This amendment would align the Downtown code with more recently adopted nonconforming provisions applicable in BelRed and the Shoreline Overlay.

E. Land Use Charts, LUC 20.25A.050

The Land Use Charts were updated as part of the Early Wins in March 2016. There are two updates included in this section of the draft code. Note (2) in the Residential Chart was updated to allow Congregate Care Senior Housing to have up to 40 percent in ancillary uses such as nursing homes or assisted living. In response to direction provided from the Planning Commission on February 8, 2016, Transient Lodging Uses were also separated out from Hotel and Motel uses, and a Conditional Use Permit would be required to establish a Transient Lodging use in Downtown.

F. Dimensional Charts, LUC 20.25A.060

The Dimensional Chart is the subject of several draft code amendments. These draft amendments include increases to floor plates, building height, and floor area ratio (FAR). Floor plates have generally been increased by 10 percent to reflect the departure provisions in the current code. Building height increases are described for DT-O1, DT-O2 (North, East and South), DT-MU, DT-MU Civic Center, DT-OLB (Central and South) and Perimeter Overlays A-2 (for residential), A-3 (residential and nonresidential), B-2 (residential) and B-3 (residential). Currently, in most zones an applicant can increase the height of a building by the larger of 15 feet or 15 percent, or the larger of 10 feet or 10 percent, due to an exception. The application of this exception has been included in the maximum height column in the draft LUC Update for transparency purposes. The base and maximum FAR has been reviewed in every district and updated. The maximum FARs were a focus of the Planning Commission's work in 2016. The base FARs were informed by the BERK analysis and ULI Technical Assistance Panel. The maximum FAR is recommended to be increased in DT-MU (for nonresidential), DT-MU Civic Center (residential and nonresidential), DT-OLB (Central and South for residential and nonresidential) and Perimeter Overlay A-3 (for residential). Information regarding draft changes to the base FAR and base building height is presented below in Section IV.G of this Staff Report.

A tower setback of 40 feet above 45 feet in towers over 75 feet has been added to the chart. This tower setback allows for light, air and privacy for the people in and around the towers. In addition, multiple towers on the same site must be separated by 80 feet for the same reason. The trigger height equates to the maximum building height that exists in the current Downtown code. If an applicant builds higher than the trigger height, then outdoor plaza space and reduced floor plates above the trigger height must be provided.

There are exceptions to the dimensional chart, such as connecting floor plates for structures that do not exceed 70 feet in height, unlimited floor plates for Performing Arts Centers up to 100 feet in height, a height exception of 20 feet for mechanical equipment, and allowed intrusions into setbacks and stepbacks and over sidewalks.

G. Amenity Incentive System and Floor Area Ratio/Building Height, LUC 20.25A.070

In June 2016, staff received guidance from both the Planning Commission and Council regarding the proposed structure and approach to update the Downtown amenity incentive system. This followed the joint workshop between the Council and Commission that took place in November 2015 and resulted in a set of Council Principles to guide the update. Refer to Attachment D for the Council Principles.

The structure and approach to update the incentive system follows the Downtown CAC recommendations and guidance provided by the Council Principles, with specific details grounded in the BERK economic analysis and peer review conducted by a ULI Technical Assistance Panel. The BERK Economic Analysis and ULI Technical Assistance Panel Findings & Recommendations PowerPoint are included with this Staff Report as Attachments F and G, respectively.

The draft LUC Update includes provisions that would apply when development seeks to exceed their base FAR and/or base height up to defined maximums by incorporating amenities.

Recommended new base FARs and base heights. Within the density and dimensional chart, 20.25A.060.A.4 the recommended new base FAR and base building height for each land use district and perimeter overlay are shown. The ULI Panel reviewed the BERK economic analysis and concluded that the base FARs and base heights were adequately adjusted upward to maintain existing property values. A key principle is to ensure that modifications to the incentive system do not effectively result in a downzoning of land.

- New base FARs. Consistent with Council Principles, to account for new code requirements and the deletion of amenities that are no longer real incentives, new base FARs are proposed as follows.

  New increased base (as-of-right) FAR set at approximately 85 percent of the current maximum FAR for each district or perimeter overlay, with the following exceptions:

  - In the Downtown MU District for *nonresidential* development and Perimeter Overlays A-2 and A-3 for *residential* development, the new base FARs are raised above 85 percent of the current maximum FAR based on the BERK economic modeling.
  - In the Downtown R and all Perimeter Overlays (A-1, A-2, A-3, B-1, B-2 and B-3), the new base FAR for *nonresidential* development is set at the current maximum *nonresidential* FAR based on the BERK economic modeling.
- New base heights. The new base (as-of-right) building heights are raised to the existing maximum building heights for each district or perimeter overlay to ensure the new base FAR can be utilized.

Specific Elements of the Amenity Incentive System

- **Calculation of amenity need, value of additional height.** The incentive system includes guidance on how to determine the "amenity incentive need" for each new building based on a developer's desire to exceed the base (as-of-right) FAR and/or base building height. This is consistent with the Council Principles and ULI Panel recommendations to incorporate the value of height into the incentive system.
- **List of bonusable amenities.** The proposed amenity incentive system includes a list of 18 bonusable amenities. Each amenity includes specific design criteria and bonus rates by Downtown Neighborhood. The Downtown Neighborhood boundaries are used to help to promote neighborhood identity through tailoring the type of bonusable amenities and bonus ratios. Amenity #18 is the Flexible Amenity where a developer may propose an amenity not on the formal list that will substantially increase livability and result in public benefit equal to or exceeding what would otherwise be provided by amenities on the standard list.
- **Bonus ratios.** A key part of the BERK economic analysis and ULI Panel review was determining an appropriate FAR exchange rate. The ULI Panel concluded that the proposed FAR exchange rate of $25 per square foot seemed reasonable with some

caveats. Moving forward, a rate of $25 per square foot is being used as a starting point to determine the bonus ratios.

- **Allocation of amenities.** The amenity incentive system has a focus on public open space features because of their importance to livability. It is required that 75 percent or more of a project's amenity need must utilize one or more of the following amenities: Major Pedestrian Corridor and Major Public Open Space, Outdoor Plaza, Donation of Park Property, Improvement of Public Park Property, Enhanced Streetscape, Active Recreation Area, Enclosed Plaza or Alleys with Addresses. Up to 25 percent of a project's amenity need may utilize any other amenity on the amenity list or continue to use public open space feature amenities. This is consistent with the proposed approach reviewed with the Commission and Council in June 2016 and furthers the Council Principles.
- **In-lieu fees.** The amenity incentive system includes a new option for in-lieu fees to be paid as an alternative to on-site development of amenities. The collected fees will be used for public open space improvements by the City consistent with the urban design vision for Downtown Bellevue.
- **Periodic review.** Consistent with the Council Principles and ULI Panel recommendations, the Amenity Incentive System will be periodically reviewed every 7-10 years upon initiation by City Council.

Affordable Housing. Separate from the Amenity Incentive System, a proposed 1.0 FAR exemption for affordable housing was discussed with the Planning Commission and Council in June 2016. It is currently being deferred pending Council direction from the citywide Affordable Housing Technical Advisory Group's work.

H. Downtown Tower Requirements, LUC 20.25A.075

As described in Sections IV.F and G of this Staff Report, new base (as-of-right) building heights in the draft LUC Update are raised to the existing maximum building heights for each district or perimeter overlay. The Dimensional Chart in draft LUC section 20.25A.060 provides a trigger height that occurs at the existing maximum building height. If an applicant builds above this height, then outdoor ground level plaza space, and reduced floor plates above the trigger height, must be provided. Flexibility is also provided to deviate from the strict application of these requirements. This draft LUC Update section also provides a departure process from the 80-foot tower separation, in cases where the tower orientation does not affect the light, air or privacy of the occupants in either building. Upper level stepbacks of 15 feet and 20 feet for the perimeter and Downtown Core, respectively, are included in this draft LUC Update section, together with provisions that allow for departures from the setback requirements.

I. Parking Standards, LUC 20.25A.080

The parking standards were moved from their current location in LUC section 20.25A.050 and reorganized to provide for limited departures from parking ratios when based on an objective technical analysis. This amendment would align the Downtown code with more recently adopted parking provisions applicable in BelRed. The draft departure provisions would allow increased flexibility by providing a process to modify required parking ratios for either fewer or more parking stalls depending on a parking study. The vehicle parking ratios were intentionally

limited to allow flexibility only on a site specific scale when supported by an objective technical analysis. The City Council has funded a Comprehensive Downtown Parking study in the 2017-18 budget. Additional parking code updates may be warranted after that study is complete. The draft LUC Update section related to parking also adds visitor parking requirements for residential buildings at a rate of 1 stall per 20 units in response to requests made during the CAC process. Parking structure entry requirements are also increase from 7.5 feet to 8 feet in order to accommodate updated accessible van parking standards required by the building code.

J. Street and Pedestrian Circulation Standards, LUC 20.25A.090

The Street and Pedestrian Circulation Standards were moved from their current location in LUC sections 20.25A.060 and 20.25A.090.E, consolidated in a single section of the draft LUC Update, and updated. The Planter Strips and Tree Pits provisions were adopted as part of the Early Wins in March 2016. The Major Pedestrian Corridor, Major Public Open Space and Minor Publicly Accessible Space provisions currently included in LUC 20.25A.090.E were conformed to other sections of the draft LUC Update to ensure citations consistency. As discussed with the Planning Commission during its study session held on October 26, this section of the draft LUC Update will be updated again, as necessary, to include outcomes of the Wilburton-Grand Connection Planning Initiative.

K. Pedestrian Bridges, LUC 20.25A.100

The Pedestrian Bridge requirements were moved from their current location in LUC section 20.25A.130 and updated. The substantive provisions remained the same. The procedural provisions of the draft LUC Update section require use of the new Development Agreement process described in draft LUC section 20.25A.030.D.2 to obtain Council-approval of the design that is required for all pedestrian bridges.

L. Landscape Development, LUC 20.25A.110

Landscape development encompasses street trees and landscaping, on-site landscaping, and linear buffers. New street tree and landscaping requirements were adopted as a part of the Early Wins in March 2016. This draft LUC Update package include additional flexibility to allow for tree species substitution. Linear buffers refer to the 20-foot vegetative buffers required around most of the perimeter of Downtown. Provisions governing these buffers have been amended in the draft LUC Update to allow adjacent owners to use more of the buffer for private recreation and residential entries.

M. The Green and Sustainability Factor, LUC 20.25A.120

The new Green and Sustainability Factor in draft LUC section 20.25A.120 is modeled after Seattle's Green Factor. The draft LUC Update includes a score based system that would require applicants to choose from a suite of landscaping and sustainability elements to install or preserve on site. Some of the elements include bioretention facilities, structural soil systems, preservation of landmark trees, tree installation, green walls and roofs, rainwater harvesting, and bicycle racks. The Green and Sustainability Factor helps to reinforce the "City in a Park' character, improve walkability of Downtown and mitigate impacts commonly associated with dense urban environment.

N. Mechanical Equipment Screening, LUC 20.25A.130

The mechanical equipment screening and location standards were part of the Early Wins package adopted by the City Council in March 2016. The Early Wins requirements were moved from their current location in LUC section 20.25A.045 to draft LUC section 20.25A.130

O. Downtown Neighborhood-Specific Standards, 20.25A.135

The Downtown Neighborhood-Specific Standards were moved from their current location in LUC sections 20.25A.065 and 20.25A.070, and they were updated to conform to the draft LUC Update. These standards carry forward neighborhood-specific provisions related to the Civic Center Design District and the Old Bellevue District that will help retain the unique character that is envisioned for these areas.

P. Design Guidelines, LUC 20.25A.140-20.25A.180

The Design Guidelines Building/Sidewalk Relationships in the current LUC were refined and rewritten for clarity. The draft LUC Update is written with the recognition that pedestrian friendly streetscapes make Downtown more livable and attract people to the area. Following are some major topics included within the Design Guidelines contained in draft LUC Update sections 20.25A.140 through 20.25A.180.

- Site Organization, LUC 20.25A.160.B.2 – The draft site organization design guidelines encourage applicants to consider the context when considering building placement. This would include factors such as the effect of the building's placement on sunlight and air to the sidewalk, open spaces and other buildings. Other building considerations include the location of passenger loading areas, porte-cochère, and how these features interact with pedestrian and automobile traffic on and off the site.
- Through Block Connections, LUC 20.25A.160.D – The draft through-block connection design guidelines provide a finer grained street grid for pedestrians and bicyclists given Downtown's large superblocks. The draft design guidelines provide requirements such as public accessibility, transparency, signage and weather protection to make these connections more pedestrian friendly.
- Open Space, LUC 20.25A.160.E – The draft open space design guidelines are similar to the current design guidelines. These draft guidelines provide that open spaces should be available year round, accessible and visible from the sidewalk, have protection from inclement weather, access to sun, and that the edges should be animated.
- Streetscapes, 20.25A.170.A – The draft design guidelines for streetscapes require transparency, weather protection, active uses, strong visual and physical connections to the sidewalk, places for stopping and viewing with street furniture and landscaping, art, and pedestrian-scaled lighting and signs.
- Right-of-Way Designations LUC 20.25A.170.B – The draft right-of-way designations update those included in the existing Building/Sidewalk Design Guidelines. Each draft right-of-way designation has standards and guidelines proportional to the envisioned pedestrian activity for weather protection, transparency, points of interest, vehicular parking between the sidewalk and main pedestrian entrance and the percentage of street wall that must incorporate active uses. "Active uses" replace the more restrictive "retail uses" of the current LUC code, and would allow ground floor and second floor

spaces to be used for a wider range of tenants (such as doggie day cares) that continue to provide interest to the pedestrian realm.

- Building Design, LUC 20.25.180 – The draft building design guidelines are reorganized to address the tripartite design of most buildings. There are specific draft design guidelines for the base, middle and top of buildings. The design guidelines also encourage high quality design and design materials, articulation in façades, variation in materials, transparency on the ground floor, attractive building silhouettes, rooflines and rooftops.

V. PUBLIC NOTICE

Notice of the Application for the Land Use Code Amendment, together with Notice of the SEPA checklist, was published on November 6, 2012. Notice of each CAC and Planning Commission meeting has also been provided throughout the duration of the Downtown Livability Initiative. Notice of the SEPA threshold determination, and the public hearing scheduled before the Planning Commission on the draft Downtown LUC Update was published on February 16, 2017, in the City of Bellevue Weekly Permit Bulletin.

Pursuant to the Washington State Growth Management Act, state agencies must be given 60 days to review and comment on proposed amendments to the Land Use Code. A copy of the draft LUC Update was provided to state agencies on February 6, 2017. City Council final action can be taken anytime on or after April 7, 2017.

VI. PUBLIC COMMENT

The Planning Commission has been reviewing the Downtown Livability CAC recommendations and developing the draft LUC Update over the past 18 months. This included the Early Wins code amendments adopted by the City Council in March 2016. Each Planning Commission meeting has included opportunities for public comment. All materials submitted to staff or the Commission between meetings are included in their packet for review. Staff has also conducted multiple open houses, posted materials on the project website, and met with individual stakeholders, established groups and a wide array of other interested parties.

The Planning Commission has welcomed all public comment in their process. It has been an important input in developing their draft LUC Update. At this point there are a number of outstanding, primarily site-specific, issues that are currently part of the ongoing Planning Commission discussion:

- **Maximum Building Heights in the DT-O-2 South.** A number of residents at Bellevue Towers have commented on the recommended maximum building heights in the DT-O-2 South district. They feel the proposed heights of up to 345 feet should be reduced to 250 feet (288 feet with 15% rule applied). This maximum building height is consistent with the previous maximum height in the DT-O-2 district and the current recommendation for the DT-MU district that lies directly south of the DT-O-2 South district. These concerns are similar to those expressed in 2016 when the Commission's preliminary building height and form recommendations were being developed.

  Key Consideration: *While this proposed increased height limit in DT-O-2 helps reinforce the Downtown wedding cake by having an intermediate height between*

DT-O-1 and DT-MU, there are few remaining parcels in the DT-O-2 South that are likely to redevelop in the future and take advantage of any increased height allowance.

- **Suggested Council-Approved Departure / Development Agreement Provisions for Increased FAR.** Stakeholders have expressed an interest in increasing the maximum allowed FAR in the DT-OLB Central district by up to an additional 2.0 FAR through a Council-approved departure implemented by a development agreement. These stakeholders have proposed that the following criteria would apply: development supports Civic Center uses; constructs Pedestrian Corridor or other pedestrian/bicycle infrastructure; provides a mix of transit-oriented land uses.

  Key Considerations: *This portion of Downtown is very near the major Downtown light rail station, and thus already recommended for an increase in maximum FAR from 3.0 FAR under the current code to 6.0 FAR in the draft LUC Update. Higher FARs are allowed only in the DT-O-1 core, and this district is significantly outside that area. There is a major trade-off between higher FARs and the ability of a site to accommodate open space and other amenities.*

- **Suggested Council-Approved Departure / Development Agreement Provisions for Increased Building Height.** Stakeholders have expressed an interest in increasing the maximum allowed building height in a portion of the DT-MU district and Perimeter Overlay B-2. The representatives for the proposed two-tower Elan development concept that spans both districts in the Northwest Village neighborhood would like to be able to go up to 300 feet for both towers through a development agreement.

  Key Considerations: *There has been considerable public dialogue regarding maximum building heights in this portion of Downtown, and the draft LUC Update is consistent with prior Planning Commission direction on this topic. The draft LUC Update for the DT-MU district includes a building height maximum of 288 feet for residential towers. The maximum residential building height in the draft LUC Update for the B-2 overlay is 264 feet for multi-tower projects with an average of 220 feet (or 220 feet for a single tower project). This potential increase would be rather modest in the DT-MU district (i.e. 12 feet) and more significant in the B-2 overlay (80 feet when compared to single tower height limit).*

- **Code Provisions Applicable to Perimeter Overlays A-3 and B-3.** Property representatives who own land in Perimeter Overlays A-3 and B-3 have proposed a series of code amendments relating to this area, including: how FAR is calculated; minimum tower setbacks; the linear landscape setback from the Downtown Boundary; maximum lot coverage; trigger heights; and maximum building heights. They also propose that the street designation for Main Street between 110th and 112th Avenue NE be changed from “B – Commercial Street” in the draft LUC Update to “C – Mixed Street.”

  Key Considerations: *A number of these topics have been discussed previously by the Commission. Staff has reviewed the Commission’s previous recommendations and rationale that have resulted in the current draft code for the A-3 and B-3 Perimeter Overlays. This location is proposed for targeted height and FAR increases due to its proximity to the East Main light rail station. This also drove the street classification to “B” which provides for a higher level of pedestrian quality in the vicinity of the light rail*

station. It was the Commission's direction to retain the current draft code language for the public hearing.

- **Tower Setback Requirements.** There have been concerns raised by multiple property owners regarding the draft 40-foot tower setback provisions from interior property lines. The primary issue is the impact on project feasibility relating to limitations on locating future towers within a project limit to use their development potential. These draft LUC Update provisions, with small site exceptions, were added to the November 2, 2017 draft LUC Update as a mechanism to retain 80-foot spacing between towers on adjoining properties. The Planning Commission provided direction to staff to further explore tower spacing options to meet the underlying goal for light and air between towers.

  Key Considerations: *Tower spacing is important, given the desire for light and air between developments. Staff has made adjustments for small sites, and is in the process of researching and exploring refinements for how tower spacing can be best handled both within a development project and between adjacent properties.*

- **101st Avenue NE Ownership.** The ownership of 101st Avenue NE, north of NE 10th Street has been brought into question. It has been pointed out that the draft LUC Update appears to treat this short street segment as public right-of-way. It has been described by the owners as private property that should not have sidewalk width, street tree or a building/sidewalk street classifications assigned to it like other public rights-of-way.
- ***Key Consideration:*** *Staff is performing additional research to verify the ownership. The road alignment in question shows up as part of the "public right-of-way" layer in the City's mapping system. If it is indeed privately-owned, the maps and other code references will be appropriately amended, and the general location of 101st Avenue NE would more appropriately be identified as a through-block connection.*
- **Adjustments to Base FARs and base Building Heights.** There have been concerns raised over the base FARs and base building heights included in the draft LUC Update. The suggestion has been made to apply a uniform base FAR and base building height that is 85% of the *new draft code's* maximum FAR and 85% of the *new draft code's* maximum height (where heights are proposed to increase). Based on the BERK analysis and ULI Technical Assistance Panel, the base FAR is generally 85% of the maximum FAR in the *current adopted code*, and the base building height is the current adopted maximum building height (which sometimes remains the maximum in the draft LUC Update or is exceeded in the draft LUC Update with new maximum building heights).

  Key Considerations: *The BERK economic study of the incentive system provided a thorough analysis of what the new base FARs and heights should be for each land use district. The peer review provided by the ULI Panel generally supported the BERK conclusions, and concluded the analysis was consistent with the Council Principles applicable to this topic.*

- **Legal Considerations for Incentive System.** A legal question was raised regarding the draft amenity incentive system. It has been suggested that it violates state law regarding imposition of an illegal tax on development. The commenter has also suggested that an alternative approach to deliver open space and park amenities may be enaction of local park impact fees, in-lieu of the amenity incentive system.

> ***Key Considerations:*** *The City Attorney's Office has been fully engaged in developing the refined incentive zoning structure, and has ensured that it is consistent with state law. Bellevue currently has a transportation impact fee and parts of the city (within the Issaquah School District) have a school impact fee. A park impact fee would likely spread contribution to a broader set of development projects and apply to most or all development, whereas the incentive system would apply to those exceeding base FAR and/or base building height.*

City staff is continuing to reach out and make itself readily available to meet with stakeholders and any other interested parties leading up to the Public Hearing on March 8. All written public comment received prior to the Public Hearing will be included in the Commission's packet.

VII. DECISION CRITERIA

LUC 20.30J.135 establishes the decision criteria for an application to amend the text of the Land Use Code. Those criteria, and the relationship of the proposal to them, are discussed below:

A. <u>The amendment is consistent with the Comprehensive Plan; and</u>

The proposed amendments are supported by the following Comprehensive Plan policies.

1. <u>The following policies support the Downtown Livability Initiative in its entirety.</u>

POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

POLICY S-DT-36. Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.

POLICY S-DT-123. Establish development standards and design guidelines for Perimeter Areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential areas.

POLICY ED-5. Develop and maintain regulations that allow for continued economic growth while respecting the environment and quality of life of city neighborhoods.

POLICY UD-48. Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.

2. <u>The following policies support the land use and zoning concepts in the draft LUC Update.</u>

POLICY S-DT-4. The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown.

POLICY S-DT-5. Organize Downtown to provide complementary functional relationships between various land uses.

POLICY S-DT-8. Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation.

POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

3. <u>The following policies support the height and form concepts in the draft LUC Update.</u>

POLICY S-DT-25. Provide for a range of Downtown urban residential types and densities.

POLICY S-DT-26. Encourage residential uses to occur in mixed-use structures or complexes.

POLICY UD-29. Integrate rooftop mechanical equipment screening with building architecture. (Height exception).

4. <u>The following policies support the Amenity System and Floor Area Ratio concepts in the draft LUC section LUC 20.25A.070.</u>

POLICY S-DT-9. Provide bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives outlined in this Plan. (Flexible Amenity, Amenity Number 18).

POLICY S-DT-13. Encourage private participation in development of Downtown community facilities. (Major Pedestrian Corridor and Major Public Open Spaces, Donation of Park Property, Improvement of Park Property, and Active Recreation Area; Amenity Numbers 1, 3, 4 and 6).

POLICY S-DT-14. Encourage visual and performing arts organizations to locate Downtown. (Performing Arts Space and Public Art; Amenity Numbers 11 and 12).

POLICY S-DT-21. Work with local heritage groups to:

1. Collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue;
2. Use plaques and interpretive markers to identify existing and past sites of historic and cultural importance;
3. Develop a contingency plan and prioritization for Downtown's historic resources, which may include voluntary relocation of significant historic structures to Bellevue parks property. (Historic Preservation of Physical Sites/Buildings and Historic and Cultural Resources Documentation, Amenity Numbers 14 and 15).

POLICY S-DT-58. Create intimacy for the pedestrian through the development of "alleys with addresses." These are small-scale pedestrian frontages accessed off of mid-block connections. (Alleys with Addresses, Amenity Number 8).

POLICY S-DT-103. Encourage developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments. Such amenities must be clearly identified and maintained for public use. (Outdoor Plaza and Enclosed Plaza, Amenity Numbers 2 and 7).

POLICY S-DT-54. Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.

(Freestanding Canopies, Pedestrian Bridges, Water Features and Neighborhood Serving Uses; Amenity Numbers 9, 10, 13 and 16).

POLICY EN-49. Provide education and incentives to support the implementation of low impact development practices, integrated site planning, and green building, with a focus on early consideration of these in the site development process. (Sustainability Certification; Amenity Number 17)

POLICY HO-24. Develop and implement an effective strategy to ensure affordable housing opportunities are available in Downtown and throughout the city at a range of affordability levels. Monitor quantity, types, and affordability of housing achieved for potential unintended consequences and to determine if the need is being met. (Deferred FAR Exemption for Affordable Housing).

5. <u>The following policies support the parking standards in the draft LUC section 20.25A.080.</u>

POLICY S-DT-149. Establish parking requirements specific to the range of uses intended for the Downtown Subarea.

POLICY S-DT-151. Encourage the joint use of parking and permit the limitation of parking supply.

POLICY S-DT-164. Encourage the developers and owners of Downtown buildings to provide long-term bicycle parking and storage for employees and short-term bicycle parking for visitors.

6. <u>The following policies support the street and pedestrian circulation standards in draft section LUC 20.25A.090 and pedestrian bridges in draft LUC section 20.25A.100.</u>

POLICY S-DT-160. Improve the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.

POLICY UD-63. Ensure continuous and safe sidewalks wide enough to serve current and planned uses along arterials that are integrated with abutting land uses.

POLICY UD-66. Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.

7. <u>The following policies support the landscape development and the Green and Sustainability Factor in draft LUC sections 20.25A.110 and 20.25A.120.</u>

POLICY EN-21. Work toward a citywide tree canopy target of at least 40% canopy coverage that reflects our “City in a Park” character and maintain an action plan for meeting the target across multiple land use types including right-of-way, public lands, and residential and commercial uses.

POLICY EN-71. Preserve a proportion of the significant trees throughout the city in order to sustain fish and wildlife habitat.

POLICY EN-72. Encourage residents and professional landscaping firms to utilize native plants in residential and commercial landscapes.

POLICY UD-65. Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure.

POLICY UD-68. Give identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance circulation routes, soften the appearance of pavement and separate pedestrians from traffic.

8. <u>The following policies support the design guidelines in draft LUC sections 20.25A.140-20.25A.180.</u>

POLICY S-DT-35. Create a pedestrian environment with a sense of activity, enclosure, and protection.

POLICY S-DT-37. Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

POLICY UD-10. Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.

POLICY UD-11. Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.

POLICY UD-44. Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.

POLICY UD-45. Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.

POLICY UD-34. Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.

Finding: These draft LUC Update is consistent with the Comprehensive Plan and advances the policies contained within the Downtown Subarea Plan. The strategy to advance the Comprehensive Plan and Downtown Subarea Plan policies through a code amendment effort was developed over years of code assessment and stakeholder engagement that included a Downtown Land Use Code Audit, formulation of code amendment recommendations by a CAC established to support the Downtown Livability Initiative, and development of implementation policy and draft code refinement direction by the Planning Commission. Public outreach for the Downtown Livability Initiative was guided by policies contained in the Citizen Engagement Chapter of the Comprehensive Plan to ensure that citizens had an active role in development of a draft LUC Update. Refer to Section III of this Staff Report for additional information on the Public Engagement used to develop a draft LUC Update that advances the Community Vision articulated for the Downtown in the Comprehensive Plan.

B. <u>The amendment enhances the public health, safety or welfare; and</u>

Finding: The amendment will enhance the public health, safety, and welfare by providing a Downtown environment that has a variety of residential and commercial development, outdoor plazas, engaging streetscapes, bike and pedestrian connectivity, active recreation areas and other public amenities.

C. <u>The amendment is not contrary to the best interest of the citizens and property owners of the City of Bellevue.</u>

Finding: The amendment is consistent with the best interest of the citizens and property owners. It will allow for a variety of business and residential housing opportunities in Downtown Bellevue while preserving the quality and character of each Downtown District. It will support and ensure that Downtown is livable which is in the best interest of the citizens and property owners of the City of Bellevue. A key facet of the Downtown Livability work has been to ensure that recommended changes do not effectively result in a downzoning of land. This is why the extensive economic analysis by BERK and peer review by the ULI Technical Assistance Panel were integral to this process, as described above.

VIII. STATE ENVIRONMENTAL POLICY ACT

The Environmental Coordinator for the City of Bellevue has determined that this proposal will not result in any probable, significant, adverse environmental impacts. A Determination of Non-Significance (DNS) was issued on February 16, 2017. A copy of this determination is located in Attachment H.

IX. RECOMMENDATION

Staff requests that the Planning Commission hold the Public Hearing necessary to take public comment on the draft LUC Update prepared to advance the desired outcomes of the Downtown Livability Initiative. The draft Downtown LUC Update included in Attachment E is consistent with the decision criteria required for adoption of a Land Use Code Amendment pursuant to the provisions of Part 20.30J LUC. Following the Public Hearing scheduled for March 8, 2017, staff requests the Planning Commission to finalize the draft Downtown LUC Update and transmit its recommendation to the City Council for final review and approval.

ATTACHMENTS

A. Council Principles for Downtown Livability Initiative
B. Downtown Livability Land Use Code Audits
C. Downtown Livability Citizens Advisory Committee Final Report
D. Council Principles for Incentive Zoning
E. Draft Downtown LUC Update
F. BERK Economic Analysis of Incentive Zoning Report
G. ULI Technical Assistance Panel Findings & Recommendations PowerPoint
H. SEPA Determination

Council Principles for Downtown Livability Initiative

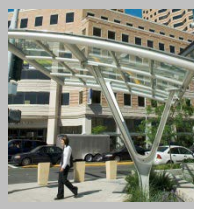
Adopted January 22, 2013

Change	Principle
After several development cycles since the original Code adoption, it has become increasingly clear what is working and not working with development incentives.	1. Refine the incentive system to develop the appropriate balance between private return on investment and public benefit.
Downtown Bellevue has experienced a massive influx of new residents. This has helped create long hoped-for urban qualities, but also led to increased frictions that occur in a dense, mixed use environment.	2. Promote elements that make Downtown a great urban environment while also softening undesirable side effects on Downtown residents.
Downtown has seen a significant increase in pedestrians and street-level activity.	3. Increase Downtown's liveliness, street presence, and the overall quality of the pedestrian environment.
Through new development, Downtown has an opportunity to create more memorable places, as well as a distinctive skyline.	4. Promote a distinctive and memorable skyline that sets Downtown apart from other cities, and likewise create more memorable streets, public spaces, and opportunities for activities and events.
Environmental rules and strategies have evolved over the past decades since the Downtown Code was adopted.	5. Encourage sustainability and green building innovation in Downtown development. Enable design that promotes water, resource, and energy conservation, and that advances ecological function and integrity.
Downtown is attracting a younger and more diverse demographic mix, of workers, visitors, and residents.	6. Respond to Downtown's changing demographics by meeting the needs of a wide range of ages and backgrounds for an enlivening, safe and supportive environment.
As Downtown has become a more mature urban center, it is experiencing an increase in visitors and more interest in tourism.	7. Promote elements that will create a great visitor experience and a more vital tourism sector for Downtown.
We live in an increasingly global economy, with flows of goods and services, capital and people transcending state and national boundaries.	8. Strengthen Downtown's competitive position in the global and regional economy, while reinforcing local roots and local approaches.
Downtown's relationship with adjacent residential neighborhoods has evolved. It remains important to achieve a transition in building form and intensity between Downtown and adjacent residents, but nearby neighborhoods are also seeking the attractions that the city center brings.	9. Maintain graceful transitions with adjoining residential neighborhoods, while integrating these neighborhoods through linkages to Downtown attractions.
The development arena is becoming increasingly competitive, as Downtown continues to seek quality investments that implement the Subarea Plan vision.	10. Refine the Code to provide a good balance between predictability and flexibility, in the continuing effort to attract high quality development that is economically feasible and enhances value for all users.
As Downtown has matured and filled in, opportunities for quality development are becoming limited, and expectations have grown as to how each development contributes to the greater whole.	11. Promote through each development an environment that is aesthetically beautiful and of high quality in design, form and materials; and that reinforces the identity and sense of place for Downtown and for distinct districts.
Bellevue's park and open space system has dramatically evolved, for example with acquisition and planning for Meydenbauer Bay Park, development of the Downtown Park, and the nearby Botanical Garden on Wilburton Hill.	12. Advance the theme of "City in a Park" for Downtown, creating more green features, public open space, trees and landscaping; and promoting connections to the rest of the park and open space system.

Downtown Livability

LAND USE CODE AUDITS

June 19, 2013



Downtown Livability

Land Use Code Audits

DESIGN MODULES

- Building Height and Form
- Amenity Incentive System
- Design Guidelines
- Pedestrian Corridor and Public Open Spaces
- Vision for DT-OLB District

CONNECTIVITY MODULES

- Light Rail Interface/Station Area Planning
- Downtown Parking

OTHER MODULES

- Mechanical Equipment Screening
- Vacant Sites and Buildings
- Recycling and Solid Waste
- Vendor Carts/Mobile Food Trucks
- Permitted Uses

Downtown Livability

BUILDING HEIGHT AND FORM

Key policy issue: Should building heights and their urban form be modified to better achieve the vision for Downtown?

1. Summary of Code Provisions

Building Heights

Buildings heights in Downtown Bellevue are set forth in LUC 20.25A.020. Each of the Downtown zoning districts has an associated set of "basic" and "maximum" allowable building heights (and densities) for both residential and nonresidential development. For example, in the Downtown Mixed-Use (DT-MU) District, the nonresidential basic height is 60 feet and maximum height is 100 feet. For residential development, the basic height is 100 feet and maximum is 200 feet. Maximum building heights throughout Downtown may only be achieved by participation in the amenity incentive system. (Note: A building that includes more than 50% of its gross floor area for residential use is categorized as "residential" development relating to height and density calculations; hotels are also considered "residential" development.)

Maximum allowable building heights are highest towards the center of Downtown and generally taper down towards the edges. In the O-1 District, Downtown's ultimate height limit of 450 feet is achievable. On the north, west, and south edges of Downtown are Perimeter Design Districts (see LUC 20.25A.090), which provide for a transition to lower height and density. For example, a parcel that may be zoned Downtown Mixed-Use, but is in the "B" Perimeter Design District, would have a basic residential building height of 45 feet and maximum height of 90 feet (compared with 100 feet and 200 feet if the site were not in the design district).

Maximum building heights may be increased by no more than 15% or 15 feet, whichever is greater, to accommodate architecturally integrated mechanical equipment, interesting roof forms, significant floor plate modulation, significant facade modulation, or other unique architectural features.

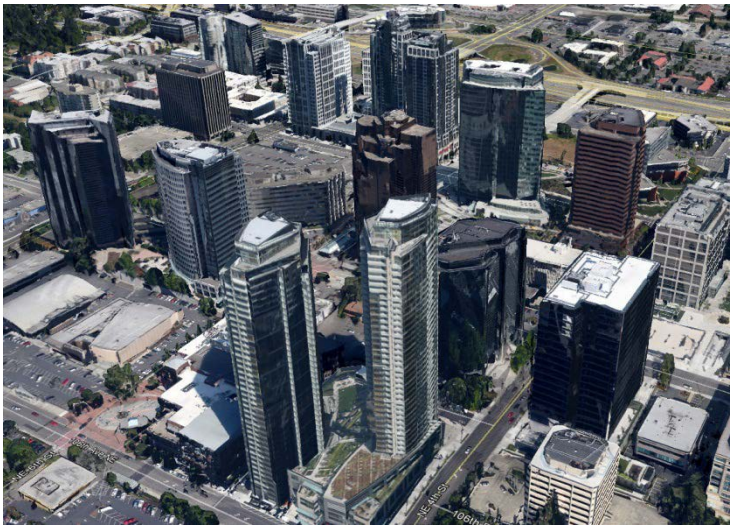


FIGURE 1. View of the Downtown core with the 450-foot tall Bellevue Towers project in the foreground.

Density/Floor Area Ratio (FAR)

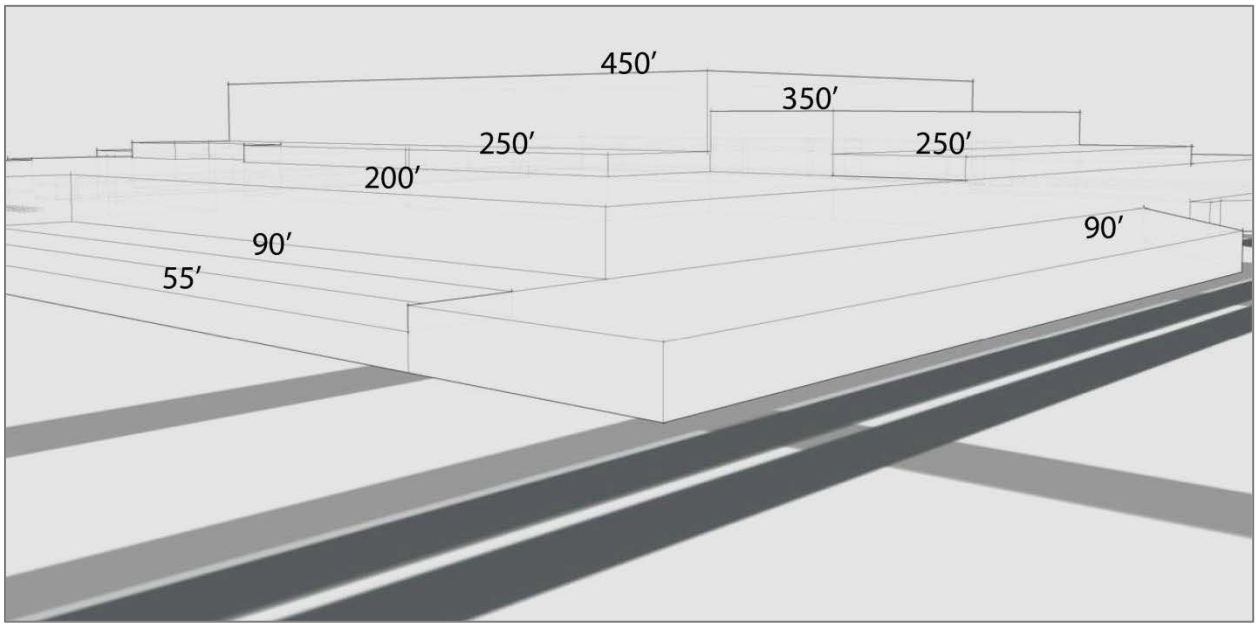
Floor area ratios (FAR) or density provisions for Downtown Bellevue are set forth in LUC 20.25A.020. They follow a similar structure as building heights, where a "basic" and "maximum" allowable FAR are itemized for both residential and nonresidential development. For example, in the Downtown Mixed-Use (DT-MU) District, the nonresidential basic FAR is 0.5 and maximum FAR is 3.0. For residential development, the basic FAR is 2.0 and maximum is 5.0. Floor area ratio is defined as the gross floor area, excluding parking and mechanical floors or areas, by the site area in square feet.

To obtain the basic FAR, development must provide a prescribed amount of amenities from a list including items such as pedestrian-oriented frontage, landscape features, and plazas. To reach the maximum permitted FAR, development must participate in the FAR Amenity Incentive System.

Floor plates

Floor plates limitations for buildings in Downtown Bellevue are outlined in 20.25A.020. Floor plate refers to the size of an individual floor in a building. There are maximum allowable floor plates for residential and nonresidential for each of the Downtown districts that apply to floors above 40 feet in height, with additional direction for floors above 80 feet in height. For example, in the Downtown Mixed-Use (DT-MU) District maximum floor plates for nonresidential buildings above 40 feet are 22,000 square feet, necking down to 20,000 square feet above 80 feet. For residential buildings, maximum floor plates above 40 feet are 20,000 square feet, and 12,000 square feet above 80 feet. In the Downtown O-1 and O-2 districts, 24,000 square foot floor plates are allowed for the full building height. Floor plates below 40 feet are generally unlimited provided that other development standards are met, such as maximum lot coverage, setbacks, etc. There are also a number of floor plate exceptions in the Land Use Code that can allow for larger floor plates, including allowances for "floor plate averaging", "diminishing floor plates", and provisions for performing arts centers, for example.

Building Envelopes for Residential Structures – looking northwest from Main Street/I-405



Building Envelopes for Residential Structures – looking southeast from 100th Ave NE/NE 12th St

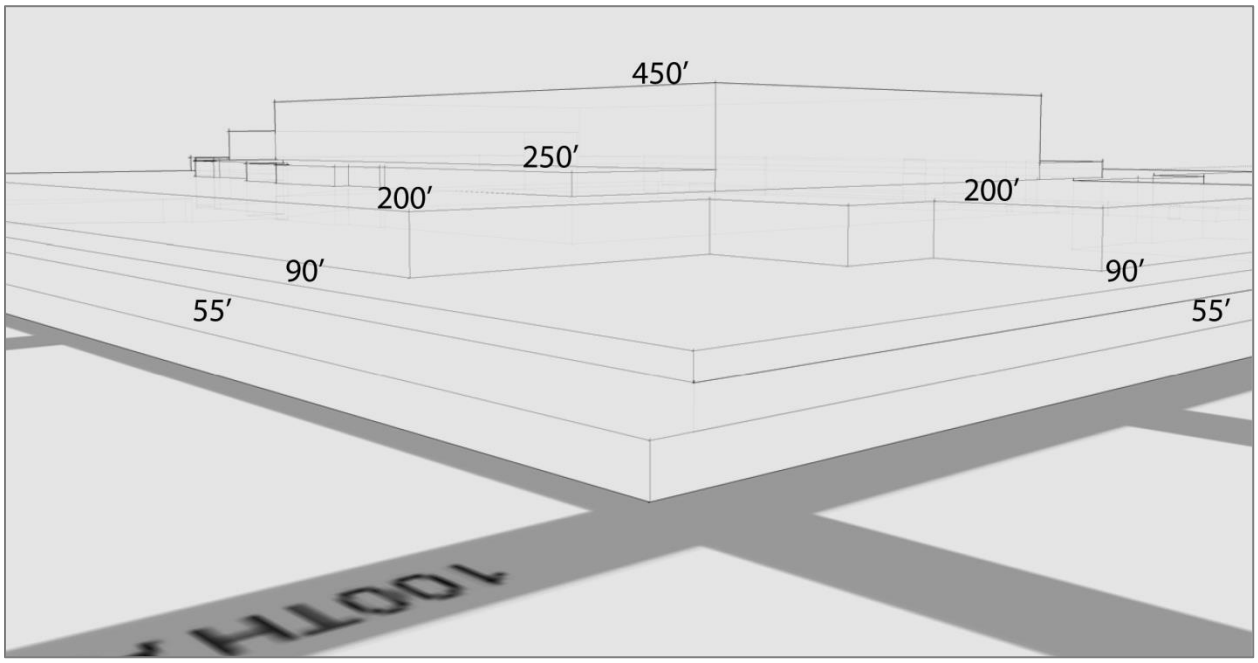
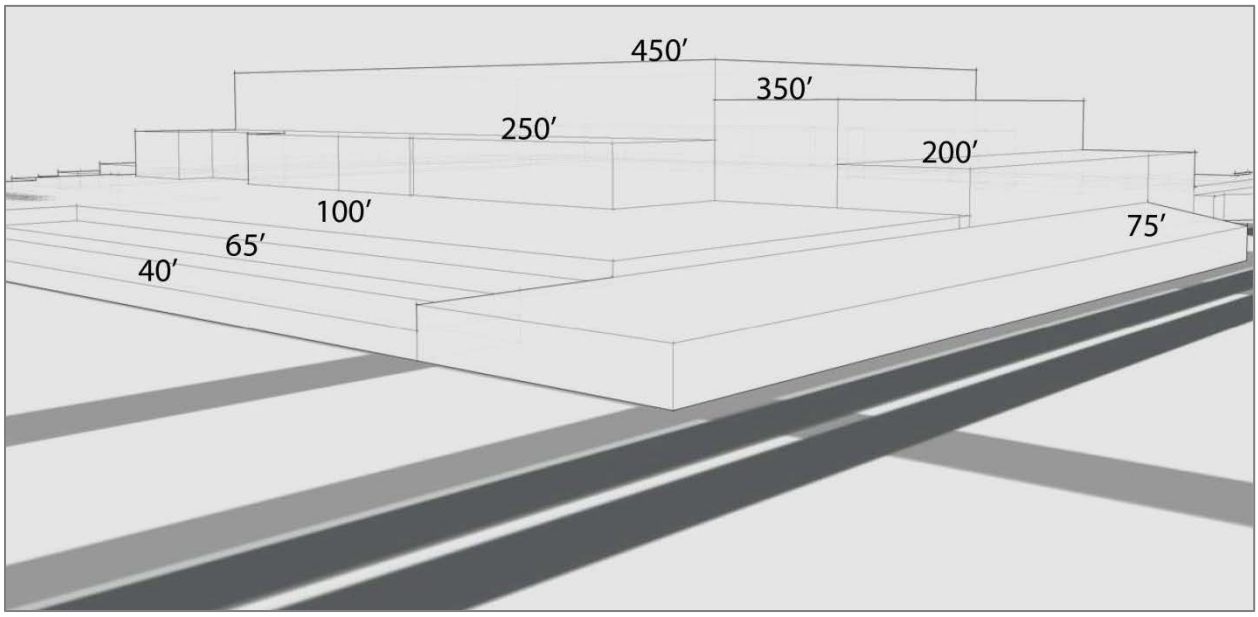


FIGURE 2. Shown above are the maximum building envelopes for Residential Structures within Downtown. The top image is a view of Downtown looking northwest. The bottom image is looking southeast. Please note that actual development would not consume these entire envelopes, but rather are an indicator of the general areas where future development may occur subject to site setbacks and tower separations, stepbacks, building articulation, floor plate limitations, etc.

Building Envelopes for Nonresidential Structures – looking northwest from Main Street/I-405



Building Envelopes for Nonresidential Structures – looking southeast from 100th Ave NE/NE 12th St

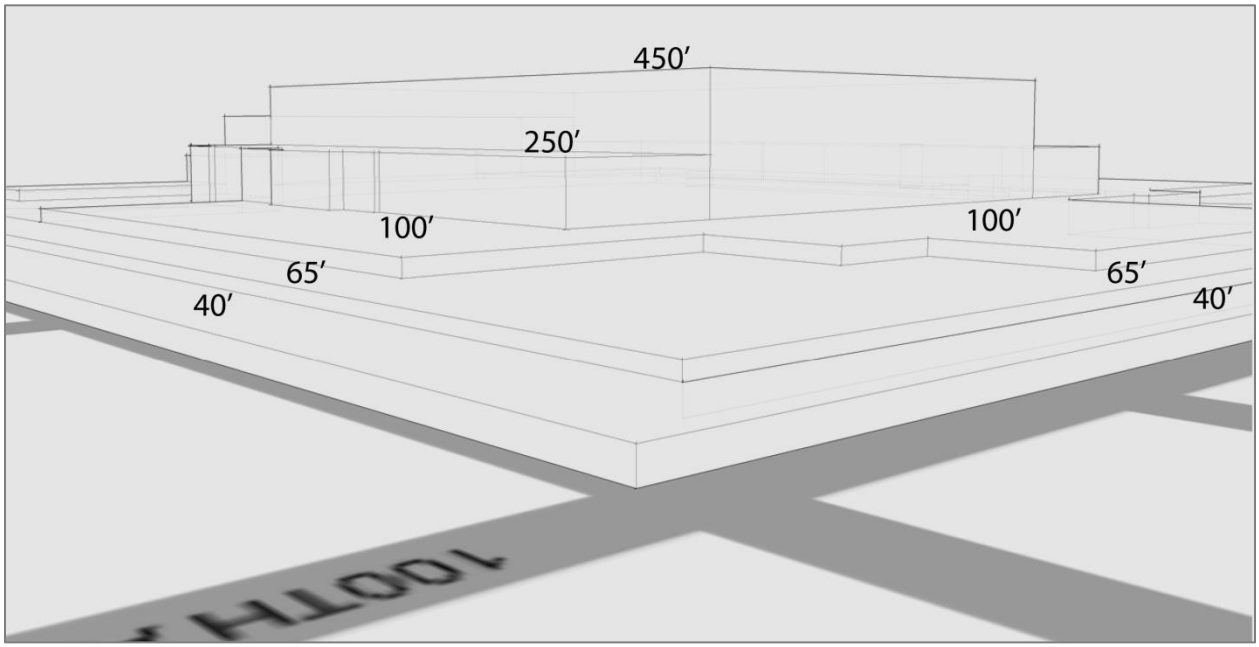


FIGURE 3. Shown above are the maximum building envelopes for Nonresidential Structures within Downtown. The top image is a view of Downtown looking northwest. The bottom image is looking southeast. Please note that actual development would not consume these entire envelopes, but rather are an indicator of the general areas where future development may occur subject to site setbacks and tower separations, stepbacks, building articulation, floor plate limitations, etc.

2. Current Policy Direction

Comprehensive Plan policies S-DT-1-16 reference general objectives about aesthetics, density, and livability within Downtown Bellevue. General urban design policies S-DT-35-38 address the pedestrian environment, building bulk and height, design guidelines, and views. Perimeter area policies S-DT-120-124 include provisions to minimize the impact of development on the surrounding neighborhoods. The following is an inventory of relevant policies from the Comprehensive Plan:

POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

POLICY S-DT-4. The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown.

POLICY S-DT-9. Provide bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.

POLICY S-DT-17. Promote economic development strategies that further Downtown Bellevue as an Urban Center, consistent with regional plans.

POLICY S-DT-18. Strengthen Downtown's role as the Eastside's major business and commercial center and as an important revenue source for the City of Bellevue

POLICY S-DT-19. Maintain an attractive economic environment to encourage private investment through stable tax rates and a predictable regulatory framework.

POLICY S-DT-23. Develop a voluntary mechanism to allow air rights to be transferred from historic properties to other Downtown property.

POLICY S-DT-24. Provide density incentives to encourage urban residential development throughout Downtown

POLICY S-DT-26. Encourage residential uses to occur in mixed-use structures or complexes.

POLICY S-DT-36. Utilize development standards for building bulk, heights, setbacks, landscaping requirements, step-backs, floor area ratios, open space requirements, and development incentives.

POLICY S-DT-120. Provide an equitable distribution of Perimeter Areas along the north, west, and south boundaries of Downtown, based on their potential for protecting surrounding residential neighborhoods.

POLICY S-DT-123. Establish development standards and design guidelines for Perimeter Areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential areas.

3. Implementation to Date

When the original Downtown Land Use Code was adopted in 1981 there was a mix of a few hundred apartments and condos along the outer edges in two-story suburban form and several dozen remnant single family homes split between residential and commercial uses in the core. Today, there are roughly 7,500 Downtown housing units ranging from 5 and 6-story low-rises to 43-story high-rises. In addition, Bellevue has seen considerable growth in the technology sector and many of those new employees now occupy high-rise office towers.

Achieved Heights

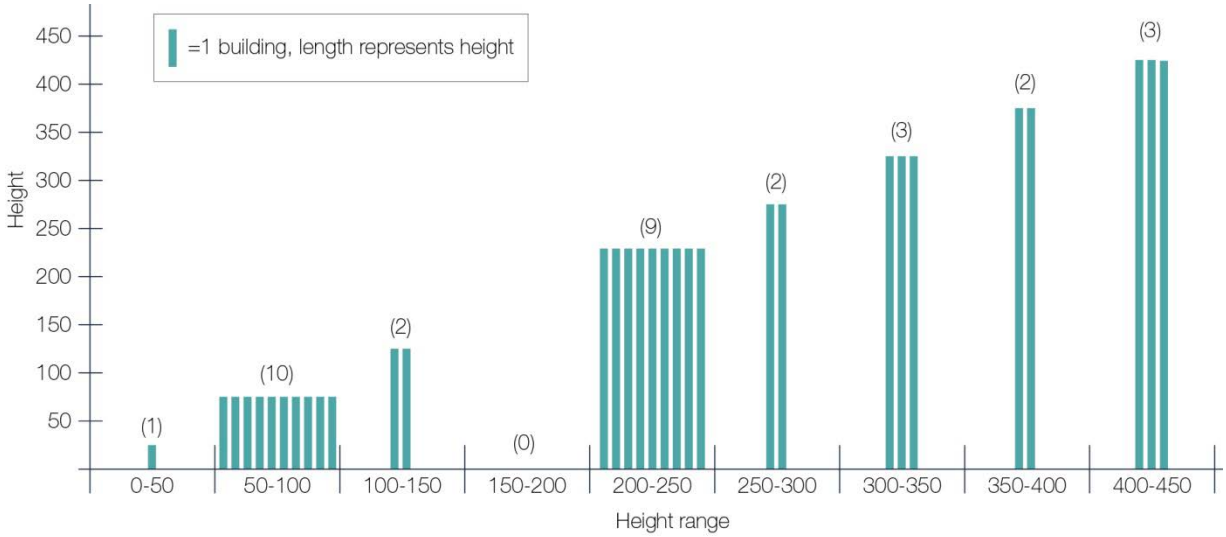


FIGURE 4. The graphic above shows the distribution of building heights for about 30 developments that have occurred over the past few decades.

As can be seen in the graphic, the distribution focuses on buildings in the 50 to 100-foot range and 200 to 250-foot range. The lower buildings tend to be residential or residential/mixed-use buildings with 4 to 5 stories over retail and/or parking. The buildings in the 200 to 250-foot range include residential, commercial and a hotel. Buildings above 250 feet in height tend to be fairly evenly distributed in 50-foot increments up to the 450-foot maximum building height. About 50% of the existing buildings took advantage of the height bonus from the incentive system, indicating that the height limits were a “framing” factor in the projects’ development concept.

Building proposals currently in the design/permit/construction “pipeline” generally follow a similar distribution pattern. Projects currently in the City’s Major Project List (4th Quarter, 2012) include six projects between 1 and 6 stories, six between 6 and 15 stories, three between 15 and 30 stories and two over 30 stories.

Achieved Densities

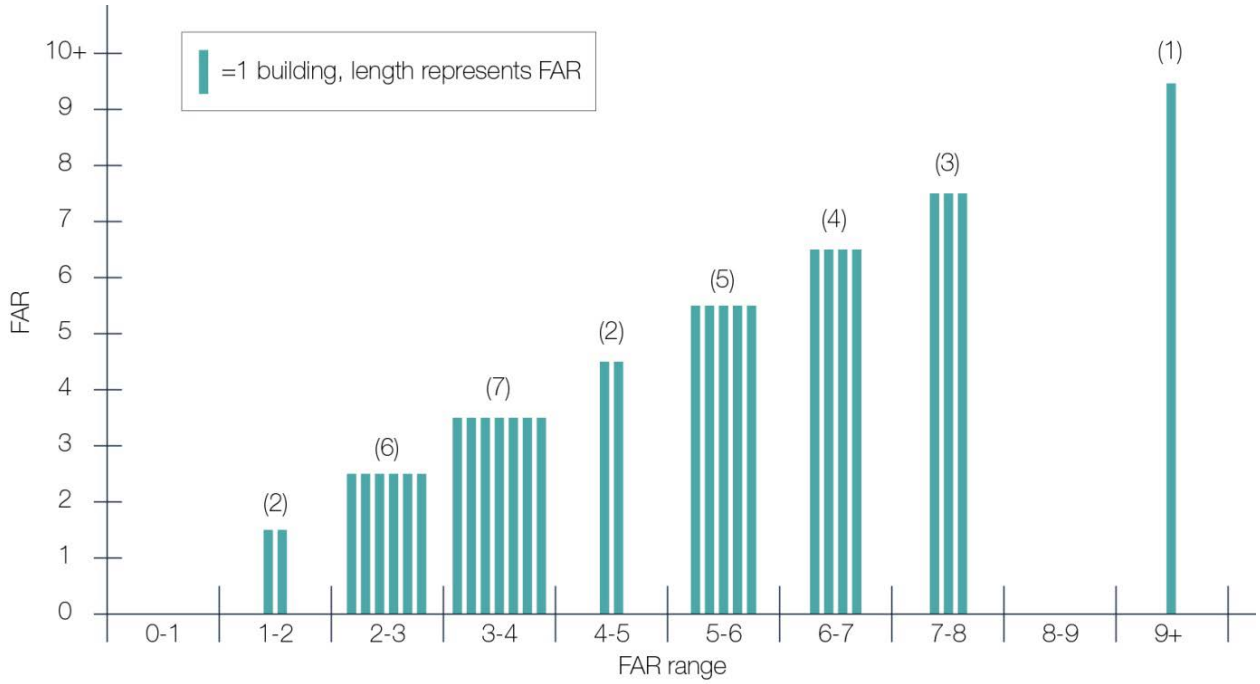


FIGURE 5. The graphic above shows the distribution of building densities (expressed in floor area ratio, or FAR) for about 30 developments that have occurred over the past few decades.

As can be seen, building densities were relatively evenly distributed within the 2 to 8 FAR range. In total, the projects used approximately 78% of the total FAR allowed (with bonuses).

Building Forms (towers, 5 over 1, etc.)

Downtown Bellevue features a wide variety of building types ranging from mid-20th Century single story commercial buildings to newer, large complexes with one or multiple towers over multi-story large floor plate podiums.

Four to six story wood-frame over concrete base construction has been a common residential building type for the past couple of decades and there are several buildings of this type in the pipeline. These buildings feature a variety of configurations including courtyard complexes, residential blocks with alleys, and stand-alone buildings. Many of these buildings include commercial businesses on the ground floor. Unlike in many other communities there is little or no surface parking associated with most new developments.

Most new office buildings are towers in the 20 to 35 story range. Many of these are set on 1 to 3 story podiums accommodating retail businesses and restaurants. Residential towers are generally slimmer and often feature balconies, penthouses, and variation in façade articulation. These features can give residential tower facades a bit more variation than the office towers, which tend to (but not always) be uniform extrusions with unarticulated façades.

Floor plates

Floor plates of recently constructed buildings vary widely but presented below are typical ranges for specific building types.

- **Residential towers:** 10,000 to 13,000 square feet, with some new buildings maxing out the 12,000 square foot + 10% code limitation.
- **Office towers:** 20,000 to 24,000 square feet, with some new buildings maxing out the 24,000 square foot code limitation.
- **Residential courts and mid-rise buildings:** Perceived 50,000 to 60,000 square feet by connecting two structures together (see example below to the left).
- **Tower podiums:** 50,000 to 150,000 square feet (Lincoln Square).

Note that from an urban design standpoint, the visual qualities of residential court and pedestal floor plates do not depend solely on floor plate size. For example, residential complexes with interior courts can appear to be much larger than the actual floor plate. Large floor plate podiums can be divided into different elements that make them seem like a complex of different buildings, albeit with limited visual permeability.

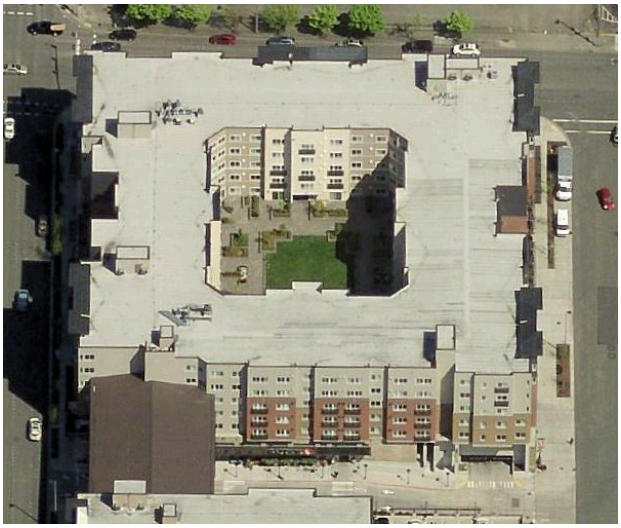


FIGURE 6. Buildings with interior courts can appear larger and bulkier than their floor plate size would suggest. Conversely, large floor plate pedestals can be broken up into different building elements, making the building feel like a composition of smaller but intimately integrated buildings.

4. Observations

Skyline Form and Memorability

What's working well?

- With a variety of towers rising dramatically from the surrounding landscape, the current skyline clearly reflects that the Downtown is a robust and dynamic place and supports the downtown Subarea Plan's general goal for the Downtown to become "the symbolic and functional heart of the Eastside Region."

Room for improvement

- The code-prescribed "wedding cake" skyline silhouette is beginning to look more like a single-level "mesa" from a distance (see skyline photos below). Creating a more distinctive skyline with the desired wedding cake or pyramidal silhouette might be better achieved through the following:
  - Additional allowable height in the Downtown core, which might also generate significant opportunities for additional amenities through the amenity incentive system.
  - Greater flexibility regarding additional height for roof elements that add a distinctive feature to the skyline.

FIGURE 7. Views of Downtown Bellevue's skyline illustrating the mesa-like (rather than "wedding cake") profile.

Public View Corridors, Access to Light and Air Between Towers

What's working well?

- Generally speaking, the placement and orientation of new buildings on their lots has been quite positive. The City appears to be meeting its objective for creating attractive open spaces around larger buildings, and providing space for through-block connections. (See also the Pedestrian Corridor and Public Open Space audit.)
- There is usually a generous amount of spacing between towers in Downtown. This is the case both on multi-tower developments and between towers on adjacent properties. Examples include:
  - The Bellevue Towers development was configured to provide 80 feet of separation between the towers. The curving shape and staggered positioning of the towers also helps to achieve this objective.
  - The Bravern's four towers have also been positioned to achieve this objective. The closest towers (the two residential towers) are 80 feet apart.
  - Lincoln Square's two towers are over 300 feet apart.
  - Washington Square's two towers are approximately 110 feet apart and include a generous and well landscaped pedestrian esplanade running between them.
  - The Element's two newer towers are the closest together of any towers in Downtown: About 35 feet. However, the towers and units are shaped to actually create one of the more interesting views in downtown and help to provide plenty of light and air for the residential units in each tower.
  - In terms of towers on adjacent sites – the closest distance appears to be more than 80 feet: Ten20 Tower and Ashton Tower, which are actually across 108th Avenue NE from each other.
- At this point in Downtown's development, the large lot and block sizes have much to do with this generous tower spacing. However, the existing multi-tower developments have been successful in locating and configuring towers to help accomplish this goal.
- The existing floor plate standards (up to 12,000 square feet for residential towers and 24,000 square feet for office towers, or higher with floor plate averaging) appears to be leaving sufficient access to light and air between towers to avoid an "urban canyon" effect.

Room for improvement

- Greater specificity on the design and form of buildings/towers around the perimeter of Downtown will likely be a key issue in updating the code and guidelines. Notable areas include the DT-OLB district along I-405 and 112th Avenue NE and in the Northwest Village area (both featuring prominent public/neighborhood views of the skyline). Towers oriented in the east-west direction would likely have less impacts on both internal views and external

skyline views than wide towers oriented in the north-south direction that would impede many views.

- While solar access hasn't been a problem to this point, as more infill development occurs and property values increase, there will be increased pressure to build larger buildings and space them closer together.

FIGURE 8. Views showing the pattern of building spacing in recent Downtown development.

Flexibility for Projects to Respond to a Variety of Market Conditions

What's working well?

- Given the number of new buildings and recent development proposals it appears that, generally speaking, the development regulations and review processes are working reasonably well for current market conditions. New development includes residential, office, retail and hospitality uses and a mix of mid- to high-rise construction.

Room for improvement

- Additional height may allow for additional building stories, thus increasing the amount of premium view space and a project's revenue potential. Additional building height may also allow for taller floor to ceiling dimensions with the same number of stories. Taller ceiling heights are attractive for some types of office tenants, who may be willing to pay higher rents or occupy additional space, thus increasing marginal revenues of the project.

- Due to construction type and building code requirements, certain height thresholds result in higher costs per square foot. For example, changing from wood frame to steel frame construction significantly increases the cost per square foot of a building. Building code requirements for high-rise buildings versus mid-rise buildings also result in higher costs per square foot. These requirements take affect at 75 feet in the City of Bellevue.

- A factor needing special attention is the current Code differential between allowed building heights of residential versus nonresidential buildings. In almost every Downtown Bellevue district, residential buildings enjoy much higher height allowances. A change in market conditions in recent years has 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.

Transition Between Downtown Edges and Adjacent Neighborhoods

What's working well?

- The notion of a distinctive edge between the Downtown and surrounding neighborhoods dates at least as far back as the 1970s, and special Code provisions were put in place in the mid-1980s. This dominant concept has resulted in the current height and bulk standards around the Downtown's perimeter configured to retain small scale buildings adjacent to single family neighborhoods. The code has generally resulted in lower intensity, low rise development around the edges of Downtown, especially the transition with adjoining residential neighborhoods to the north, south, and west.

FIGURE 9. Existing conditions on the Downtown's western edge (left) and southern edge (right).

Room for improvement

- 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. A special emphasis should be placed on review of the northwest corner of Downtown, where the Perimeter District extends particularly deep. Of course, neighboring residents should be extensively involved in the discussion of any such proposals.

- In many municipalities, the zones adjacent to highways (e.g. the DT-OLB zone) are among the densest downtown sub-districts. This strategy encourages density where land may be less desirable for residential and smaller scale development, provides branding opportunities for building tenants, and acts as a barrier to highway noise. Currently the DT-OLB zone features

relatively low height and FAR limits. And, this area 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. As in the case of the residential edges, design guidelines should be established to allow for views into and out from the Downtown, and address freeway edge conditions and other objectives. See the Vision for DT-OLB District audit for a more full discussion of this area.

New Opportunities

- Currently there are very limited opportunities to transfer development rights (FAR) between Downtown sites and districts. It may be appropriate to consider additional opportunities for transfer of FAR, particularly if this achieves an extraordinary public benefit.
- There may also be opportunities to expand floor plate allowances (particularly at lower heights), in areas such as the DT-OLB district where the topography drops away from Downtown towards I-405.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to Building Height and Form from the focus group sessions held in March 2013. Please see the final report for individual comments.

Appropriateness of "Wedding Cake"

- Wedding cake framework is important and still makes sense (especially to the north, south, and west). It provides a good transition from Downtown to surrounding neighborhoods.
- Some questioned the results of the wedding cake, stating that it was difficult to see in the skyline; many buildings appear to be the same height – there is a flat-top look from a number of vantage points.
- There is a desire to explore design flexibility in the wedding cake for some taller, more slender buildings.

Memorable Skyline

- Downtown Bellevue could create a more memorable skyline with taller towers, top-of-building features (such as spires), or distinctive roof lines.
- Slender, tall buildings are generally more attractive. Bellevue currently has a few of these, but also a number of boxy, relatively short buildings.
- Need to pay a lot more attention to the tops of buildings through incentives or special design review.

Floor Plate Limitations

- Many felt larger floor plates would be appropriate because of the needs of tech companies and others that seek large open floor plans/collaborative working environment.
- Others felt the current floor plate limitations are reasonable, and the code shouldn't be changed because of current trends for large floor plates.
- Floor plate flexibility could be provided based on lot size, building setbacks, tower spacing, upper-level step-backs, etc.
- Larger floor plates might make sense in the core and OLB District.

Relationship to District Character

- Taller, skinnier buildings have the opportunity to provide more light and air, and community open space within districts.
- The scale of development and mix of uses can help define district character.
- Building heights and density provisions should be tied directly to district amenities.
- The sidewalk environment and public open spaces are key character elements; need to be considered when discussing height and density changes.

Areas to Study Potential Height and Density Increases

- Heights increases may be appropriate within Downtown, but density (FAR) increases were not necessary.
- Desire to study the potential for building heights to exceed 450 feet in the core with use of a superbonus; also desire to study density increases in core, especially along Pedestrian Corridor.
- Height and density increases should be examined around the light rail stations.
- General consensus that OLB District could support taller, denser buildings.
- Northwest corner of Downtown should be examined.
- There should continue to be fairly stringent height and density limits in the perimeter design districts (along the edges of Downtown). And in contrast, the perimeter areas should be reexamined to allow for modest changes.
- Examine MU District to equalize height and density for residential and non-residential uses.
- The City should provide flexibility for the "market" to determine the appropriate height.

Key Considerations When Analyzing Potential Increases

- Concerns about potential taller and/or denser buildings blocking natural light, impacting views, shading homes and public spaces, and creating more wind at the pedestrian level.
- With increasing number of Downtown structures, concern about the creation of inhospitable micro-environments characterized by cold, dark, and windy conditions.
- Tower spacing will be critical as Downtown continues to develop.
- Need to take into account topography of Downtown and surrounding area when considering potential height and density changes.
- Taller buildings may provide for more ground-level open space and pedestrian connections.
- The pedestrian generally only perceives the first few stories of towers.
- Need to fully analyze the magnitude of potential height/density changes based on the number of redevelopable parcels within Downtown.
- Traffic impacts of potential density increases should be examined.
- Relationship of taller, denser buildings to public safety.

Differentiation of Residential and Non-Residential Buildings

- Residential and nonresidential height limits should be uniform in the O1 and O2 Districts.
- The Mixed-Use (MU) District should be changed to equalize the allowable heights and FARs for residential and office; no longer necessary to favor residential.
- Residential is critical to the future of Downtown and needs to continue to have higher allowable FARs and heights to promote its development.

Density Transfer

- Increase flexibility to allow for density (FAR) transfer beyond current code provisions.

Downtown Livability

AMENITY INCENTIVE SYSTEM

Key policy issue: How should the Amenity Incentive System be updated to meet evolving market conditions and integrate newer thinking about desired Downtown amenities?

1. Summary of Code Provisions

The FAR Amenity Incentive System is one of the key land use regulations that apply to Downtown development. Through this system, a development provides public amenities in exchange for additional height and building area.

This ensures the provision of amenities that are essential to the creation of the urban environment envisioned by the Downtown Subarea Plan.

Each Downtown zoning district has a base and maximum height and FAR. The FAR Amenity Incentive System requires development to participate at a basic threshold level, and encourages greater participation in exchange for increased development potential, up to the maximum FAR limit permitted by the land use district.

The current incentive system includes 23 amenities, each with specific design criteria and a bonus rate that is used to calculate the amount of additional floor area earned. The bonus rate is based on the economic benefit of being able to develop more building square footage compared with the estimated cost of providing each amenity.

The following is the list of amenities with examples of the bonus ratios. See LUC 20.25A.030 for the complete list of ratios as they change depending on the land use district. For example, each square foot (SF) of a plaza earns 6 square feet of floor area in the DT-MU district and each linear foot (LF) of pedestrian oriented frontage earns 100 square feet of floor area. Examples below are all for the DT-MU district.

What is FAR?

FAR is a measure of development intensity expressed as the ratio of building floor area to land area. It is determined by dividing the gross floor area (GFA) of the building by the land area within the project limit (the development parcel). GFA equals the area inside the exterior walls of a building, excluding a number of elements: parking, mechanical areas, interior openings in floor plates (e.g., vent shafts, stairwells, and interior atriums). It also excludes ground floor retail, so that the resulting FAR measure for Downtown Bellevue may appear lower than the FAR measure in other jurisdictions.

Example:

Proposed GFA building of 200,000 square feet ÷ land area of 50,000 square feet = 4 FAR

List of Amenities with Bonus Ratios

Pedestrian-oriented frontage	100 SF/1 LF
Plaza	6 SF/1 SF
Landscape feature	8 SF/1 SF
Enclosed plaza	4 SF/1 SF
Arcade	4 SF/1 SF
Marquee	2 SF/1 SF
Awning	0.5 SF/1 SF
Landscape area	1 SF/1 SF
Active recreation area	1 SF/1 SF
Residential uses	2 SF/1 SF
Underground parking	0.5 SF/1 SF
Above grade parking under residential	4 SF/1 SF

Public meeting rooms	0.5 SF/1 SF
Sculpture	5 SF/ea $100 value
Water feature	8 SF/ea $100 value
Pedestrian Corridor	16 SF/1 SF
Child care services	16 SF/1 SF
Retail food	2 SF/1 SF
Public restrooms	4 SF/1 SF
Performing arts space	10 SF/1 SF
Space for non-profit social services	4 SF/1 SF
Donation of park property	4 SF/1 SF
Residential entry courtyard	4 SF/1 SF

There are also “Basic Floor Area Requirements” contained in LUC 20.25A.020.C, to ensure that all Downtown development meets at least a minimum threshold. Qualifying basic amenities include: pedestrian-oriented frontage; landscape features; arcades; marquees; awnings; sculpture; water features; active recreation areas; retail food; child care services; plazas; and residential entry courtyards. These “basic” amenities also qualify for bonus FAR to allow development to reach maximum FAR and heights.

FAR transfer: Earned bonus floor area may currently be transferred to abutting parcels in common ownership, AND to other parcels in the Core Design District if earned for construction of the Pedestrian Corridor.

Design Criteria

Each amenity has design criteria that must be met to earn the requested floor area. For example; A plaza is “a continuous space readily accessible to the public at all times, predominantly open above and designed for people as opposed to serving as a setting for a building”, must be adjacent to a sidewalk or mid-block pedestrian connection, visually and physically accessible, and provide wind protection and access to sunlight. It must be at least 20 feet wide and be at least 1,000 square feet, and provide seating and landscaping.

2. Current Policy Direction

Current Comprehensive Plan policies that mention the use of incentives are itemized below:

POLICY S-DT-9. Provide bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.

POLICY S-DT-22. Provide voluntary incentives for the replication or protection of historic façades or other significant design features when redevelopment occurs.

POLICY S-DT-24. Provide density incentives to encourage urban residential development throughout Downtown.

POLICY S-DT-36. Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.

POLICY S-DT-42. Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.

POLICY S-DT-44. Provide incentives for 106th Avenue NE to develop as Downtown's Entertainment Avenue. This area will include a concentration of shops, cafés, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.

POLICY S-DT-46. Provide incentives for Bellevue Way to realize its vision as a Grand Shopping Street, with an exciting mix of retail shops, restaurants, hotels, offices and residential units.

POLICY S-DT-52. Provide incentives to assist developers in implementing a major unifying design feature.

POLICY S-DT-54. Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.

POLICY S-DT-79. Provide incentives to develop the intersection of 106th Avenue NE and NE 6th Street as a central location for public gatherings.

POLICY S-DT-121. Provide incentives for multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas to provide stability both within the Downtown Subarea and within surrounding residential neighborhoods.

POLICY S-DT-136. Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian.

Economic Development Element:

> **POLICY ED-18.** Encourage high quality design and urban amenities for public and private development, maintaining development standards to recognize that a quality built environment helps attract the talented workers who will sustain economic growth.

3. Implementation to Date

The following chart draws from 33 representative developments; these comprise a large share of developments that have used FAR incentives. They show the types and frequencies of amenity features that have been utilized.

#	Amenity Element	Bonus or Basic?	Notes
30	**Underground parking**	Bonus	A bulk of amenity points are earned through underground parking
28	**Pedestrian-oriented frontages**	Basic	Active ground floor uses along building frontages; stimulate pedestrian activity
18	**Marquee**	Basic	Permanent overhead weather protection elements over sidewalk and/or internal connections.
16	**Residential use**	Bonus	
16	**Plazas**	Bonus	Continuous open space, readily accessible to the public at all times
13	**Landscaped area**	Bonus	Outdoor landscaped area
13	**Landscaped feature**	Basic	Focus is to serve as a focal point and visual landmark, rather than as a specific location for pedestrian activity
9	**Arcade**	Basic	Covered area containing at least 50% of pedestrian oriented frontage
8	**Pedestrian corridor/ major pedestrian open space**	Bonus	This applies to projects located along the 6th Street pedestrian corridor
7	**Above ground parking**	Bonus	Parking located above grade but under principle residential use.
5	**Enclosed plaza**	Bonus	Publicly accessible spaces with weather protection and receiving a substantial amount of daylight.
5	**Awning**	Basic	Fabric rooflike structure covering sidewalk or internal walkway.

#	Amenity Element	Bonus or Basic?	Notes
5	**Active recreation area**	Basic in DT-R	An area providing active recreation for tenants
3	**Water feature**	Basic	Fountain, stream, or pool
2	**Residential entry courtyard**	Bonus, but basic on D/R streets	
2	**Sculpture**	Basic	Placed near the main pedestrian entrance. Note that several additional projects have integrated visible sculptural elements, not included as a basic amenity element.
1	**Public meeting room**	Bonus	Must be available for public use and hold at least 50 people
0	**Child care services**	Basic in DT-R	
0	**Retail food**	Basic in DT-R	
0	**Public restroom,**	Bonus	
0	**Performing arts space**	Bonus	
0	**Space for non-profit social services**	Bonus	
0	**Donation of park property**	Bonus	

4. Observations

Contributions to Downtown Livability -- Current Context & Relevance

What's working well?

Via basic and bonus provisions, the 33 representative developments have integrated a range of public amenity features. Specifically:

- Residential development: Downtown is the fastest growing neighborhood in Bellevue, with the number of housing units increasing tenfold over the past two decades. There are now over 7,500 housing units and an estimated 10,500 Downtown residents. This residential population has added significant pedestrian activity and vitality to Downtown, has reduced per capita transportation miles, and has added demand for a significant amount of retail and commercial space, including grocery stores, restaurants, and entertainment uses.

FIGURE 1. A substantial amount of residential development has been constructed in Downtown over the past 15 years.

- Structured parking: Nearly every recent Downtown development has incorporated underground parking (and some above ground parking) as an amenity bonus element. Underground parking has freed up generous ground level area for retail uses, open space and other uses that are contributing to Downtown's livability.

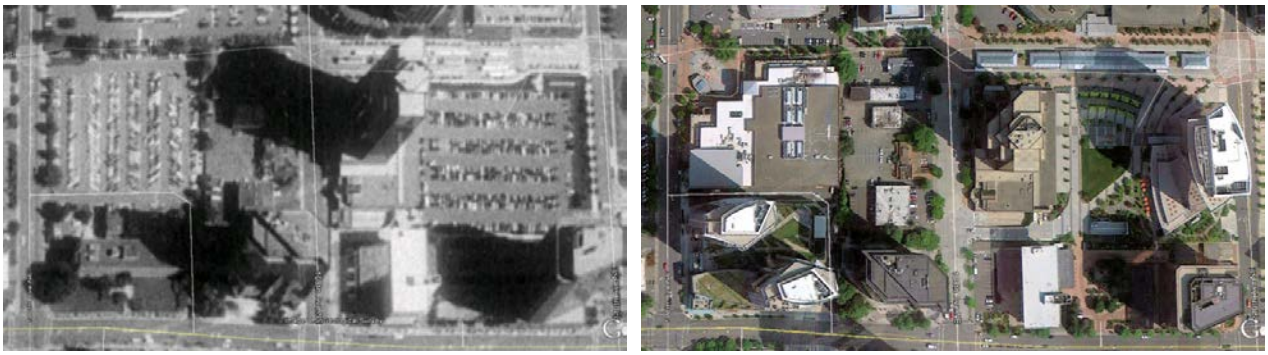


FIGURE 2. Comparing the amounts of surface parking and green spaces in 1990 and 2012 aerial photos of the super blocks between NE 4th and 6th Streets and 106th and 110th Avenues NE.

- Pedestrian-oriented frontages: Nearly every recent Downtown project has incorporated the pedestrian frontage provision. This includes pedestrian-oriented uses at street level building frontages.

FIGURE 3. Pedestrian-oriented frontage examples.

- Plazas: Sixteen different projects have incorporated outdoor plaza spaces as bonus (most) or basic features, and five projects have integrated enclosed plaza spaces. Collectively, all of these spaces have made a significant positive contribution to the livability of Downtown.

FIGURE 4. Examples of plaza spaces built under the amenity bonus system.

- <u>Pedestrian Corridor:</u> Eight projects have contributed to the pedestrian corridor's development – one of the key defining features of Downtown.

FIGURE 5. Best segments of the Sixth Street Pedestrian Corridor.

- Several large enclosed public spaces incorporated into office and mixed-use buildings have contributed to the character and livability of Downtown.

FIGURE 6. Enclosed publicly accessible spaces Downtown, including the Wintergarden (left), Lincoln Square (middle) and Ashwood Commons/Elements (right), have contributed to the livability of Downtown.

- <u>Other popular "basic" features</u> that have been used include landscaped areas, arcades, marquees, and awnings – all of which are contributing to the livability of Downtown.

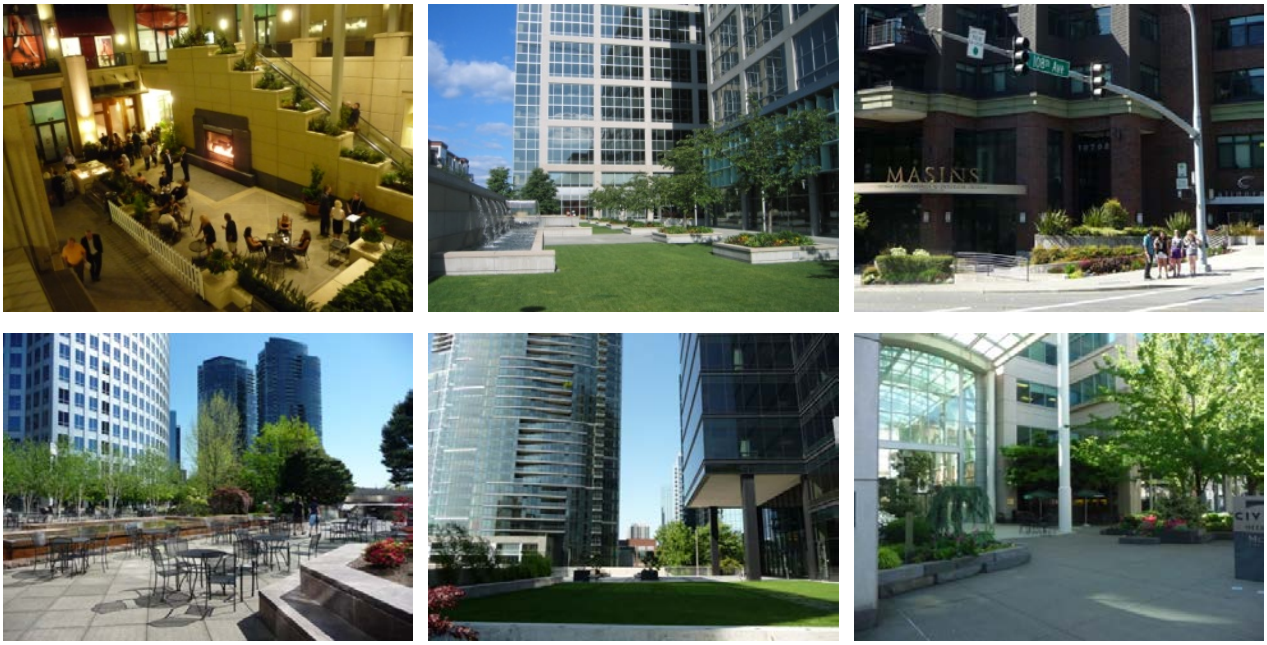


FIGURE 7. Other outdoor spaces that contribute to the livability of Downtown: The Bravern (upper left), The Summit (upper middle), landscaped entry plaza in front of Masins at Main Street and 108th Avenue NE intersection (upper right), plaza space behind the Symetra and Key Center Towers (lower left), landscaped area behind the Expedia Building (middle bottom), and the entry courtyard to the Civica Building (lower right).

Room for improvement/new opportunities

- Downtown has developed a very significant children's population (there are now an estimated 800 children under age 18 living in Downtown Bellevue), and there is a need for more amenities serving all ages. This coincides with new emphasis on the role of active spaces in achieving better public health outcomes. For ages 8 to 80, there may be a role for incentivizing additional public spaces for active uses now relatively rare in Downtown, such as sports courts, p-patches, or children's play areas.

- As Downtown strives to place more emphasis on being memorable and building an even stronger identity and character, there may be new emphasis on incentivizing extraordinary skyline/rooftop architectural features, including design elements with the capability of becoming major identity features for Downtown.

- Some important amenity features have been developed in a sporadic manner. For example, weather protection elements such as arcades, awnings and marquees are optional features that could be included to meet the "basic" FAR requirements. While many projects incorporate some amount of weather protection, a walk around even newer developments in the rain will show a significant need for more weather protection in the Pacific Northwest climate.

- Newer thinking and innovations have not been incorporated into the Amenity Incentive System. For example, concepts from the Great Streets initiative and the Downtown Charrette would be good candidates for the incentive system, but these elements have not been

integrated into the system and there is no bonus compensation for including these features in new development.

- Green building techniques have been a significant driver for innovation and more sustainable community outcomes, but the current incentive system does not recognize these elements. LEED and other ratings systems such as Green Globes are used increasingly by municipalities to improve the performance of new construction. Some local governments require a certain rating level and others use it as an incentive for greater height or bulk.
- The Focus Group summaries on the following pages include a number of additional ideas for new incentives; e.g. affordable housing, space for pet owners, resting opportunities for people with mobility challenges. There is also a suggestion of allowing a cash contribution or fee in lieu of providing specific amenities.

FIGURE 8. The weather protection elements such as these marquees (left image) and awnings (right) count towards the projects' basic amenity requirement. However, the system's optional nature has resulted in a limited and very incomplete network of weather protection coverage on Downtown's sidewalks. Also, some elements, such as the awning in the right image, aren't wide enough to prove very functional.

FIGURE 9. Streetscapes/plaza with room for improvement. Left image: vehicular conflicts and pedestrian un-friendly design. Middle image: Relatively sparse plaza design with very little human scale details/amenities. Right image: Some weather protection and more visual interest and/or building permeability from sidewalk would be helpful.

FIGURE 10. LEED certified buildings in Downtown.

Economics of the Incentive System

What's working well?

- The Amenity Incentive System including Basic FAR requirements, together with Design Guidelines, have resulted in every development contributing a level of urban amenities, such as pedestrian-oriented frontage, landscape features, and weather protection. Moreover, the Downtown market is strong and has seen renewed development activity with each major development cycle. Any changes to the Incentive System need to carefully consider how this may affect development economics, ensuring a good balance of public benefit and economic return that maintains a healthy economic climate.

Room for improvement/new opportunities

- The Amenity Incentive System has not been "calibrated" in 30 years, so the economic relationship between the market value of bonus FAR and the cost of providing public amenities is unclear.
- Two features/uses in particular—underground parking and residential development—appear to be being built regardless of the Amenity Incentive System. Many projects earn all their needed amenity FAR (beyond the "Basic" requirements) just by incorporating one of these two features. As a result, a number of the other bonus features are rarely or even never used, and a very large number of excess amenity points have been generated.
- The current system has no built-in adaptability provisions to ensure it maintains a balance over time. As a way to make the system more adaptable, the system could have benchmarks to some bonus provisions to encourage, discourage, or even discontinue their use, based on the evolving market and Downtown needs.
- Additional important observations and thoughts about the economics of the Incentive System are found in the Focus Group comments below.

5. Focus Group Comments/Themes

The following represents a distillation of the themes relating to Amenity Incentive System from the focus group sessions held in March 2013. Please see the final report for individual comments.

Relevance of current amenity incentive system

- The current list of amenities is a good one. Consider narrowing the options and use more general terms.
- Over the last 10-15 years the amenity system has worked well. We should tweak things for the future but not make wholesale changes.
- It seems like the system might be missing the ball. What the market is naturally going to provide is not dictated by the amenity system.
- Many of the current amenities should be codified. Every development should have weather protection and underground parking. Amenities should not be considered incentives as they are essential components of livability.

Flexibility and adaptability

- Ensure flexibility to enable maximum density especially given the future prospect that land will be scarce.
- Relax standards for what constitutes pedestrian oriented frontage. Current list of pedestrian oriented uses is too restrictive and doesn't achieve the outcome that we want. There is a range of service type uses that people want to be able to walk to Downtown that aren't on the list.
- The adaptability of the amenity system over time is important. If we are planning for 2030, a lot can change in that amount of time. The amenity system should be more dynamic.

Desired new amenities

- Tell Bellevue's story by using the amenity system. Don't lose sight of our heritage. A heritage center or historical museum supported in part by the amenity system is an option.
- There should be an opportunity for a cash contribution or fee in lieu of providing amenities. This would allow the opportunity to achieve larger public amenities that would otherwise not be achieved.
- There should be incentives to encourage increased green development and rooftop gardens. This should include on-site natural storm water drainage systems. The City should increase incentives for landscape areas, open space, and other public gathering areas.
- With the number of new residents living Downtown, there is a large deficiency in the amount of space or opportunities provided to pet owners. An incentive should be created to provide dog walking and recreation areas.

- The City should provide incentives that reflect both an aging population and those with mobility challenges. There should be more benches or other elements which provide opportunities for people to rest.
- There should be an incentive to encourage affordable housing including housing for both families and the work force in the Downtown.
- There should be more amenities provided that makes Downtown more family friendly. More opportunities for children's recreation and play should be provided.
- There should be an incentive created to establish a community center in the Downtown.

Application of amenity incentive system

- We should be looking at the Downtown as a whole when applying the amenity incentive system. It doesn't make sense that amenities have to be provided with every project at each location. This results in the clustering of amenities in some locations while other areas are left without. The right amenities need to be provided in the right locations.
- The current amenity system does not do a good job of prioritizing desired amenities. We should evaluate and prioritize our list of amenities to facilitate the opportunity to provide those public benefits that we desire the most.
- The City should be taking a more active role in providing amenities Downtown. Public amenities should not be the responsibility of development alone. The City needs to be more aggressive in creating and executing the vision for Downtown.

Economics

- Property owners are motivated by what renters, leasers, and merchant associations want. It is market driven and the amenity system should reflect that. The market should dictate over policy.
- Don't lose sight of the economics. Some communities are struggling with nice incentives but the cost is so high that they are not used.
- While it makes sense to invest in large public amenities like a fire station, schools, or community center, we shouldn't isolate the burden to pay for these things on new development. It should be supported from a larger tax base. We want to encourage development not stifle it.
- Bellevue should inventory and evaluate best practices in terms of amenity incentives prior to making any changes to the current system.
- The amenity incentive system should be reviewed by a group of independent professionals for workability. If costs for amenities are too high for the bonus they provide, they will never be achieved. There needs to be a nexus between the impact of a development and the cost of amenities that are provided for public benefit.

Downtown Livability

DESIGN GUIDELINES

Key policy issue: How should Design Guidelines be refined to improve the livability and character of Downtown?

1. Summary of Code Provisions

The purpose of design guidelines is to influence development to create a functional and aesthetically pleasing Downtown. Land Use Code design guidelines stem from the Comprehensive Plan policy direction summarized in the next section.

In concert with development standards design guidelines are applied through the Land Use administrative Design Review Process. All new development and major remodels in the Downtown are subject to design guidelines. Based on where an individual development may be located, multiple sets of guidelines may apply. For example, a development in Old Bellevue would be regulated by 1) Old Bellevue District, 2) Perimeter Design District, and 3) Building/Sidewalk Relationship Guidelines.

Downtown-wide Guidelines

Design Criteria:

All development in the Downtown is subject to an overarching set of criteria that apply to site design (parking and circulation, wind and sun, open space, and light and glare) and pattern and context (natural setting and topography, landscaping, views, building bulk and height transitions, patterns of activity, and signage). These ensure all developments meet a consistent level of design quality and functionality. (LUC 20.25A.110)

Building/Sidewalk Relationship Guidelines:

Directions on how to relate buildings to sidewalks in order to provide a pedestrian oriented environment. Streets have a hierarchy from “A” (with the highest orientation to pedestrians) to “E” (the lowest orientation to pedestrians). These guidelines are qualitative rather than quantitative measures so that varied and imaginative designs are encouraged. (LUC 20.25A.115)

District-Specific Guidelines

Perimeter Design Districts (on the edges of Downtown adjacent to neighborhoods):

Development standards and design guidelines that provide adjacent residential neighborhoods with a high degree of compatible form and scale from development on Downtown’s edges. Elements such

as stepped building heights, building modulation and materials, and landscaping buffers are called for to provide a sensitive transition. (LUC 20.25A.090)

Old Bellevue District:

Reinforce the unique character of Old Bellevue by reflecting the historic façade treatments, and emphasizing pedestrian activity and Downtown living. Heighten the connection to Downtown Park. (LUC 20.25A.070)

Downtown Core Design District:

Specific guidelines ensuring high levels of attractiveness, urbanity, design quality and coordination of development. (LUC 20.25A.100)

Pedestrian Corridor and Major Public Open Space Design Guidelines:

General criteria for pedestrian movement, adjacent uses and structures, activities, and amenities for spaces on the Corridor that are major focal points and public gathering places. (LUC 20.25A.100.E)

Civic Center District:

Specific standards that can accommodate the unique building types and spaces needed for cultural, conference, and exhibition facilities. (LUC 20.25A.065)

2. Current Policy Direction

The Downtown Subarea Plan, Urban Design Element, and Economic Development Element provide policy direction relating to development of functional and aesthetically pleasing Downtown environment. The following is an inventory of relevant policies:

POLICY S-DT-10. Require design review to ensure high quality, aesthetically pleasing Downtown development.

POLICY S-DT-36. Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.

POLICY S-DT-37. Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

POLICY S-DT-39. Utilize a hierarchy of streets to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized users.

POLICY S-DT-40. Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.

POLICY S-DT-43. Encourage new development on Main Street in Old Bellevue to embrace the character of the small-scale, pedestrian-friendly street frontage that has developed there over time.

POLICY S-DT-51. Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.

POLICY S-DT-55. Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.

POLICY ED-18. Encourage high quality design and urban amenities for public and private development, maintaining development standards to recognize that a quality built environment helps attract the talented workers who will sustain economic growth.

POLICY UD-67. Enhance the appearance, image, and design character of the Downtown to be an inspiring place to live, shop, play, and work.

POLICY UD-68. Encourage rooflines which create interesting and distinctive forms against the sky within the Downtown.

POLICY UD-69. Develop a functional and attractive Downtown which is harmonious with adjacent neighborhoods by considering the impacts of through-traffic, views, building scale, and land use.

POLICY UD-70. Use landscaping or greenspace to mitigate the potential impacts on surrounding neighborhoods.

POLICY UD-71. Permit high intensity residential development subject to design criteria which assures a livable urban environment.

POLICY UD-72. Link the increased intensity of development with the increased pedestrian amenities, pedestrian-oriented building design, midblock connections, public spaces, activities, openness, sunlight, and view preservation.

3. Implementation to Date

Downtown-Wide Application of "Design Criteria" (20.25A.110).

The map below identifies developments that have implemented the site and building design components of LUC 20.25A.110. The components that have been addressed include Site Design Criteria (vehicular circulation and parking, pedestrian circulation and amenities, wind and sun, open space, light and glare) and Downtown Patterns and Context (natural setting and topography, landscape design, views, building height and bulk, transitions, patterns of activity, and signage).

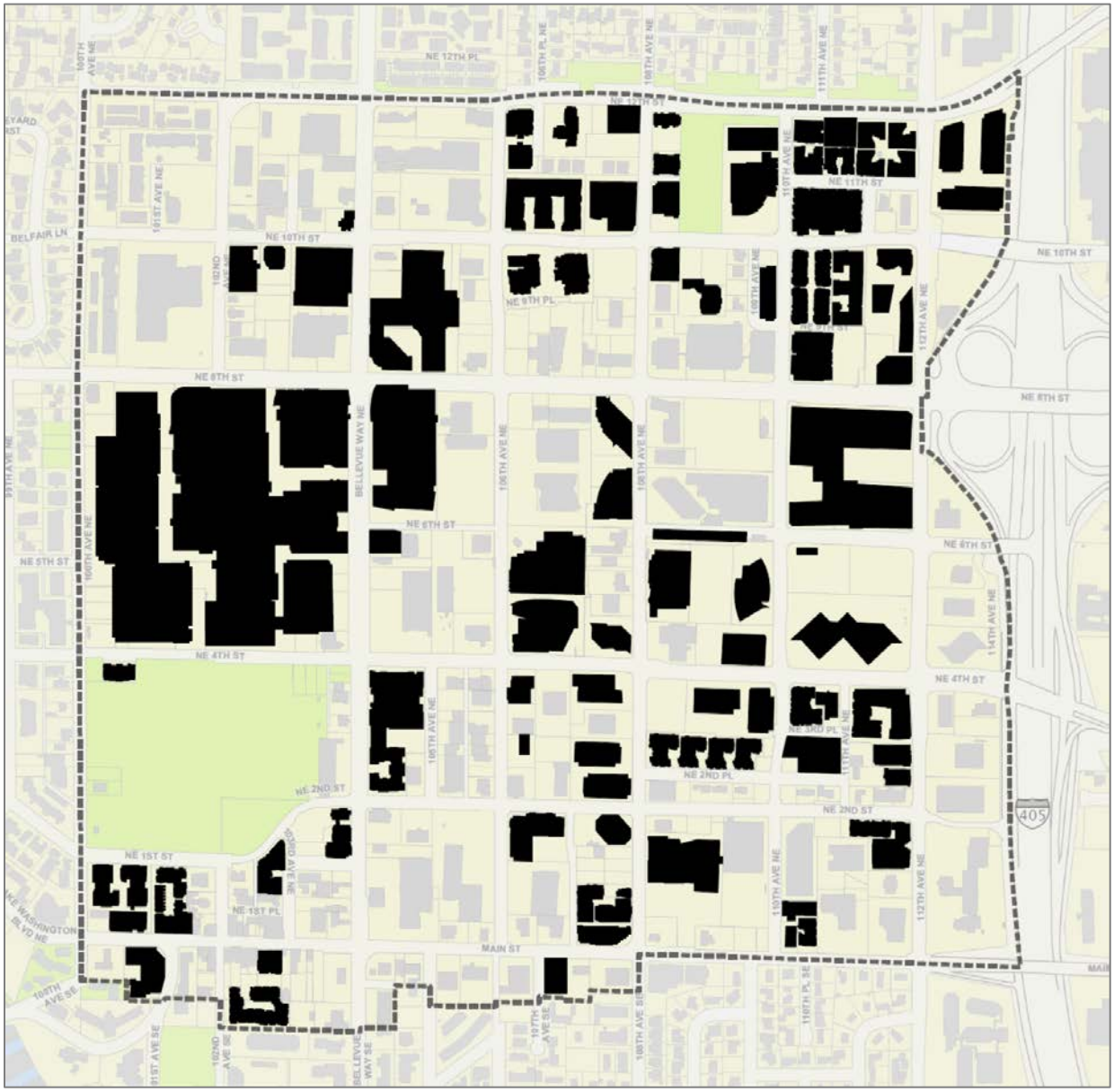


FIGURE 1. Developments that have implemented the Downtown design review criteria in 20.25A.110.

Application of "Building/Sidewalk Design Guidelines"

The map below shows the building frontages that have been developed under the existing Building/Sidewalk Design Guidelines. Similar to the preceding map, this conveys the sites that have been developed from the 1981 rezone to the current date. All have gone through the administrative design review process. An evaluation of results is summarized in the following pages.

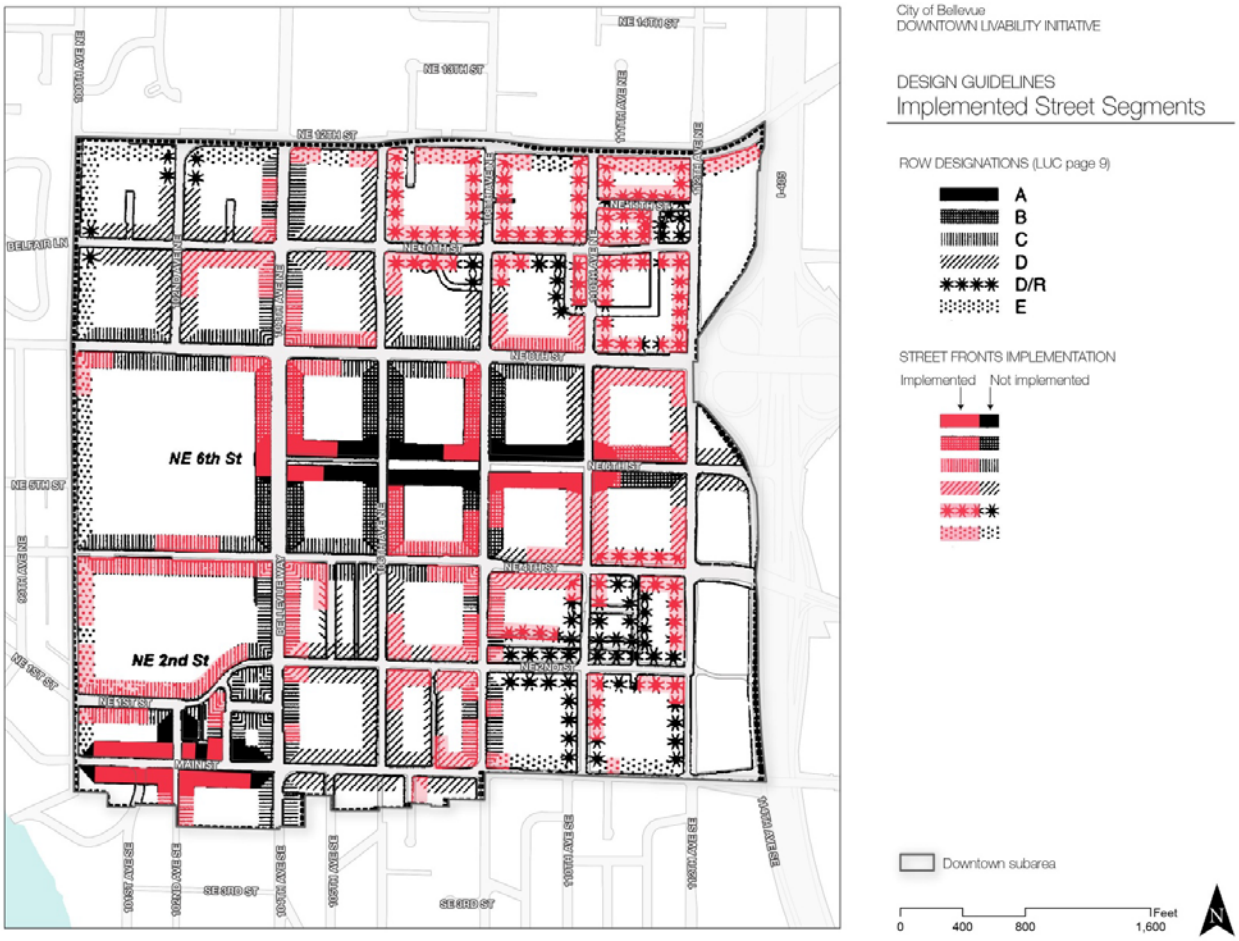


FIGURE 2. Segments shown in red indicate the development frontages that have been implemented since the adoption of the Building/Sidewalk Design Guidelines.

4. Observations

Building Frontages/Sidewalk Relationships

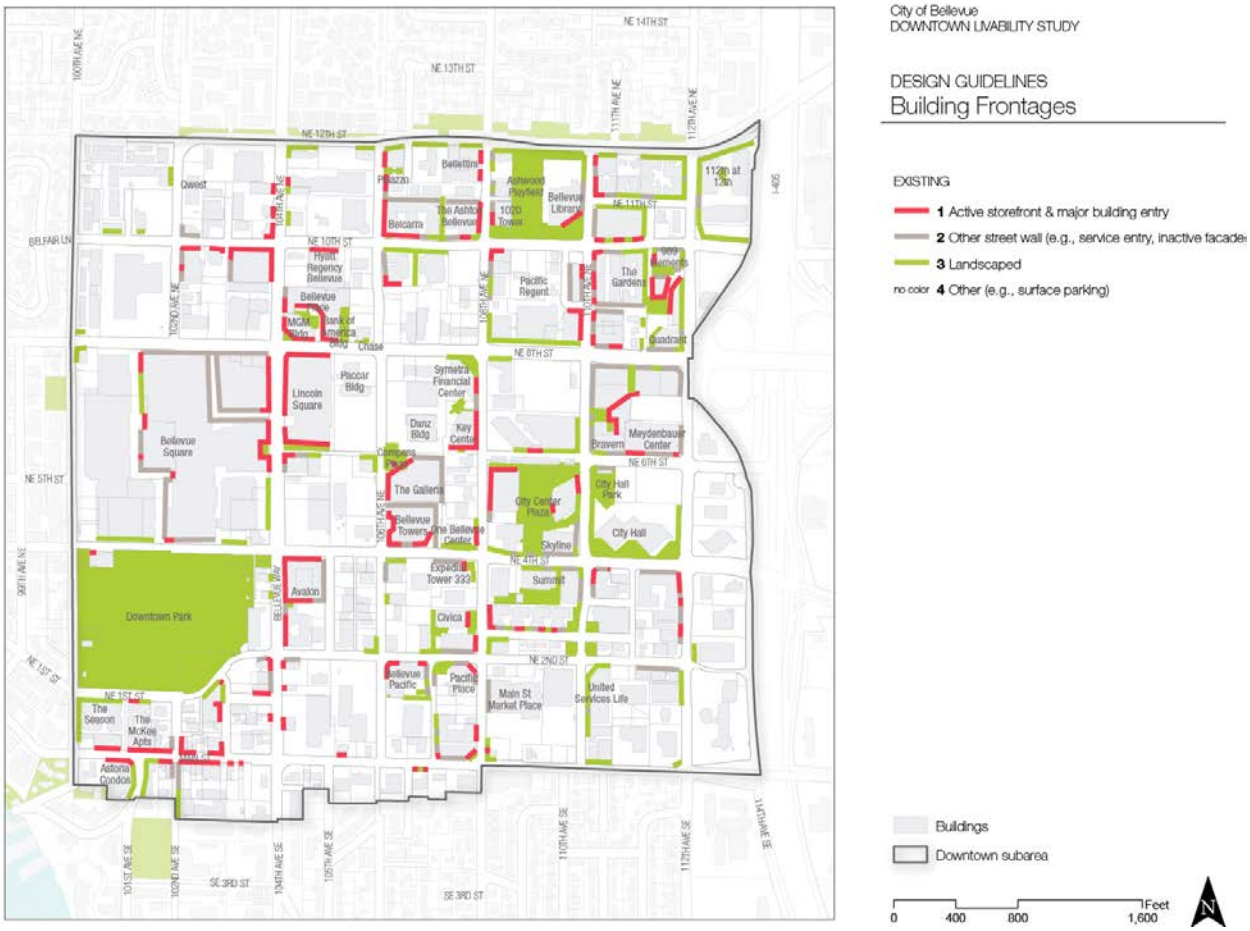


FIGURE 3. The map above illustrates the current pattern of building frontages Downtown, including 1) active storefront/building entries, 2) other (less active) street walls, 3) landscaped frontages, and 4) "other" frontages.

- **Active storefronts/major building entries.** This includes storefronts with generous transparent window area and direct pedestrian access from the sidewalk. This category also includes frontages including major office building entrances. These frontages are generally consistent with Right-of-Way Types A, B, and C in the Building/Sidewalk Relationship Design Guidelines. These most intensive pedestrian-oriented frontages are clustered along Bellevue Way near Bellevue Square and on Main Street in Old Bellevue.

- **Other (less active) street walls.** This includes street wall frontages that generally aren't storefronts. Examples include frontages with vehicle entrances, service elements, blank walls, and display or store window frontages, but featuring no direct pedestrian access. In other words, they function as secondary/service frontages. They are most similar to the Right-of-Way Type D in the Building/Sidewalk Relationship Design Guidelines.

- **Landscaped frontages.** This includes residential frontages with various landscaping features and other frontages that include generous landscaped elements between the sidewalk and the building. These frontages are most similar to Right-of-Way Types D/R and E in the Building/Sidewalk Relationship Design Guidelines.
- **Other frontages.** This includes all other frontages that don't fit any of the categories above. This is mostly frontages with older development built over twenty years ago and containing surface parking lots along street frontages.

What's working well?

- The quality of downtown's streetscape environment is improving with nearly every new development.
- For the most part, frontages include generous sidewalk widths and attractive landscaping.
- Way-finding signs are attractive and useful.
- For most retail frontages, there is adequate window transparency.
- Frontages integrate a diversity of interesting architectural styles and detailing.
- Generous floor to ceiling heights are present for ground floor commercial uses (particularly the newer commercial spaces).
- While not all ground floor storefront space is leased or occupied by active uses, the existence of these spaces offers opportunities for additional active uses in the future.
- Most buildings are integrating design details that add interest and character at the pedestrian scale.
- Developments are integrating attractive landscaped frontages (with ground floor residential or other non-retail frontages). The quality of landscaping elements appears to be improving over time with newer projects.
- More projects are providing extra space for outdoor dining (the wide sidewalk spaces in front of Purple and Lot 3 are notable examples).
- Most projects have effectively minimized negative impacts of parking garage entrances.
- Most projects have been successful in mitigating negative impacts of blank walls, service elements, and adjacent structured parking elements on the streetscape environment.

FIGURE 4. Avalon Towers at Bellevue Way and NE 10th and Washington Square at 106th and NE 9th provide intermittent weather protection. Avalon Towers' above grade parking is well concealed. Washington Square uses extra wide sidewalk well for outdoor dining.

FIGURE 5. Lincoln Square and Old Bellevue provide very different yet rich pedestrian environments through materials, landscaping, weather protection, visual access into businesses and a variety of signage.

FIGURE 6. Washington Square townhouses provide landscaping and "eyes on the street".

FIGURE 7. The Ashton on 108th provides good visibility into the building as well as weather protection and adds texture and urban scale to Ashwood. Bellevue Towers (right) uses additional sidewalk width well for outdoor dining. This streetscape is relatively successful with on-street parking, planting, and activity.

FIGURE 8. The Elements' 112th frontage to the left uses terraced landscape beds. The Bravern's NE 6th frontage to the right uses a combination of low and terraced planting walls and street level commercial space.

Room for improvement

- Sidewalk widths along some key streets are narrow (e.g. parts of Bellevue Way and other streets with high traffic volumes and no on-street parking). NOTE: The Downtown Transportation Plan update has recommended a number of sidewalk width increases.
- Weather protection is discontinuous. Completed developments are often not providing enough weather protection coverage to protect pedestrians – both in terms of width and extent (see images below).
- Blank walls are found on a number of frontages. Current provisions do not define a blank wall and do not address treatments to mitigate such walls. In terms of completed development, the biggest challenges have been in areas with grade changes – where there are transparent window areas well above eye level height, but the areas below are largely blank and detract from the overall pedestrian environment (see images below).

- Internal connections (through-block connections) are present but lacking important pedestrian qualities in many cases. These should consider appropriate levels of transparency/visibility, accessibility of pathway, privacy of adjacent uses, views, and adaptability of the connection and adjacent uses over time. (See section below on this issue.)
- Frontages could be improved in a number of cases with:
    - Better detailing/high quality materials
    - More permeability
    - Better treatment/integration of services/utilities
- Updated Building/Sidewalk Relationship Design Guidelines could enhance the character and cohesiveness of individual neighborhoods within Downtown, make building facades and frontages more attractive and friendly to pedestrians, and mitigate impacts of service elements, blank walls and vehicular access elements.
- The map of frontage/right-of-way designations should be updated to reflect evolving conditions and goals within the various districts of Downtown. For example, consider designation changes around the planned light rail station area. (See Light Rail Integration.)

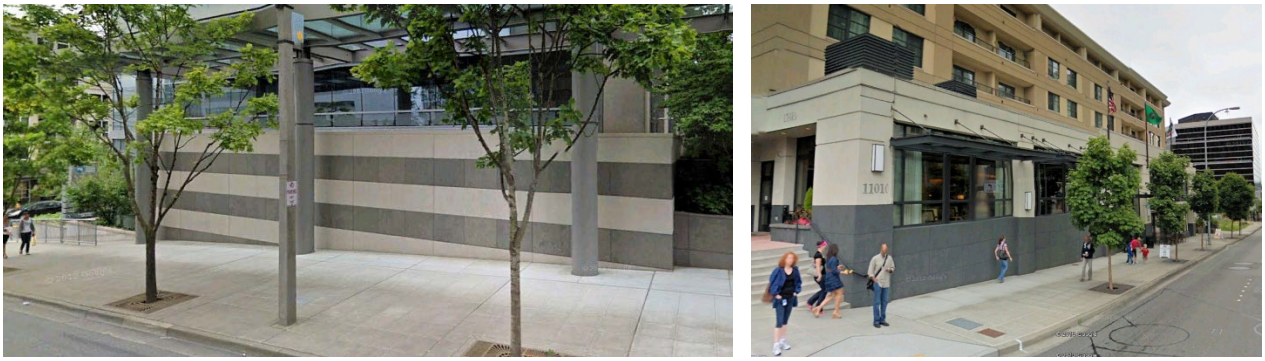


FIGURE 9. These large blank walls detract from the pedestrian environment along their respective NE 4th and 8th Street frontages. Both projects included sloping frontages, which presented obvious challenges.

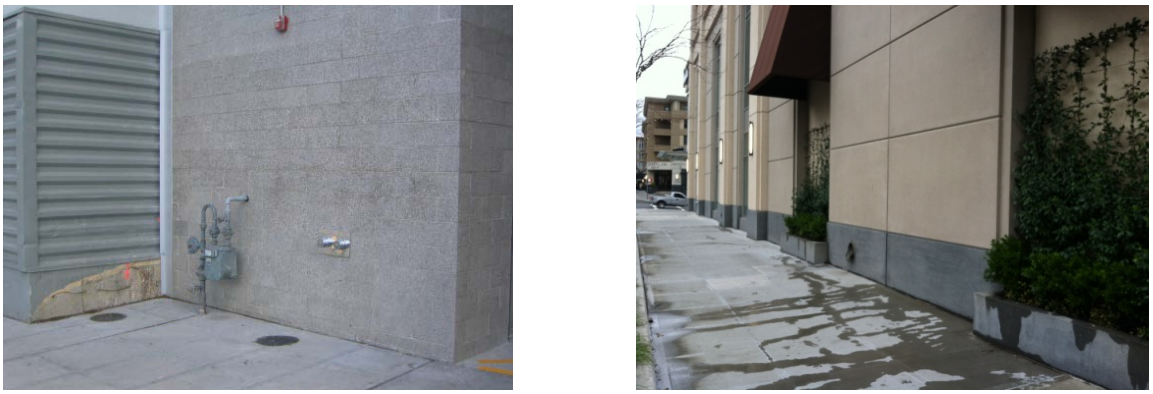


FIGURE 10. Other blank wall within Downtown. The image to the left is Gregg's Bicycle Shop along Bellevue Way (a narrow landscaped planter would have helped). The Bravern's 110th Avenue NE frontage included landscaped trellises and some small window displays, but some sizable blank walls remain.

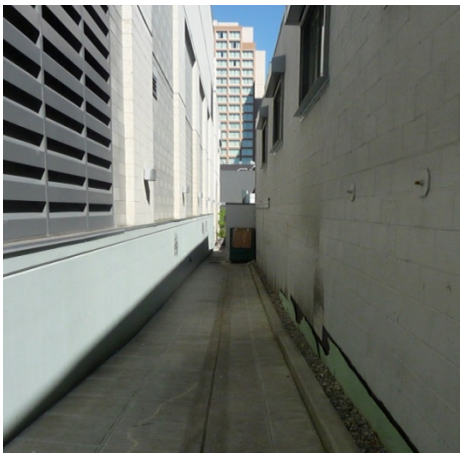


FIGURE 11. Consider frontage standards for some or all internal connections. Avalon Tower's 103rd Avenue NE frontage (not a public right-of-way) integrates some storefront space along with their parking garage entrances (design mostly good). At the southern edge of the site is a narrow space for a through block pedestrian connection – but it's cold and stark.

Building Materials

What's working well?

- While the Land Use Code and related Sidewalk/Building Relationship Design Guidelines offer minimal guidance on the use of materials, many Downtown buildings employ attractive and durable materials that add visual interest at the full range of visible scales,

Room for improvement

- Some buildings (notably mid-rise residential and mixed-use buildings) are utilizing lower durability materials, such as exterior insulation and finishing system (EIFS), which is a lightweight synthetic wall cladding, as the primary exterior cladding material. This material can be particularly brittle on the ground level along storefronts, and is often susceptible to water damage and staining over time. Below are some buildings using EIFS.
- The use of concrete blocks and metal paneling as a primary façade material also warrants some discussion as to whether it conveys an appropriate sense of quality, durability, and permanence (examples shown below).

FIGURE 12. EIFS cladding examples. Integrating multiple colors and details (right example – M112 Apartments) plus façade articulation elements helps (but durability issues remain).

FIGURE 13. Other EIFS examples Downtown. Note the different ways that the material is employed in these buildings (different detailing, colors, mixed with other materials, etc.).

FIGURE 14. The use of concrete block (both images) and metal siding (left image, upper floors) also warrants discussion.

Rooftop Design

What's working well?

- Several rooftops in Downtown Bellevue towers have been successful in sculpting penthouses and mechanical equipment screening to add interest and/or create a visual terminus (e.g. Bellevue Towers).
- Some newer buildings have integrated green roof elements (e.g. Bellevue Towers, Avalon Towers).
- An occasional building features a dramatic statement (e.g. the shed roof and sculpted form of the Elements apartment tower).

Room for improvement

- Most tower rooftops are of basic utilitarian design, and are not contributing greatly toward a memorable Downtown skyline. There is room for improvement in the quality of rooftop design, through more emphasis on:
  - Creating interesting design elements that contribute to Downtown's skyline
  - Designing rooftops that are attractive when seen from other nearby taller buildings, including views from upper levels looking down onto rooftops
  - Providing design features and special definition that gracefully screen rooftop mechanical equipment
  - Integrating sustainable design features such as green roofs or solar panels
  - Incorporating useable space on rooftops

FIGURE 15. Downtown's skyline, when viewed from a distance, lacks much visual interest in terms of rooftop forms.

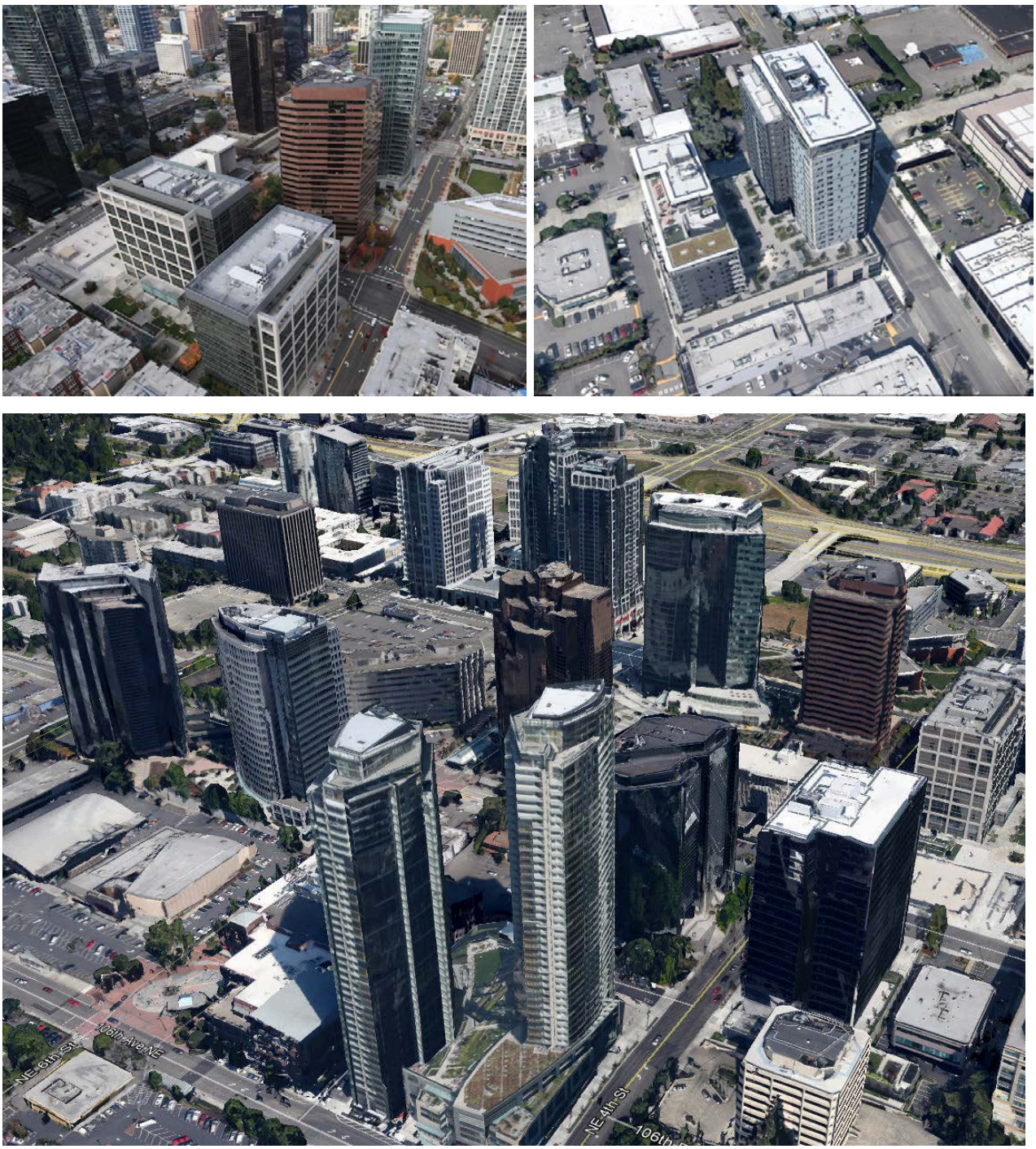


FIGURE 16. Most rooftops in Downtown's towers feature basic utilitarian designs that screen the rooftop. The Summit Buildings (upper left) are an example of this. Other buildings have been more successful in sculpting penthouses and mechanical equipment screening elements to add interest and/or create a visual terminus to the building (Bellevue Towers are a good example). Also, only two of the newer buildings have integrated green roof elements (Avalon Towers, upper right, and Bellevue Towers, center bottom image).

FIGURE 17. The Elements (right side of left image) and Soma (right) have added dramatic shed roof forms as functional elements (screening mechanical equipment and/or resident amenity area.

Façade Treatment

What's working well?

- There are many examples of Downtown buildings that have integrated design features to break down the scale of large walls and create a more visually interesting and human-scaled facade. Many buildings have integrated attractive human scaled design details.

Room for improvement

- **Façade details:** Some building facades are lacking in human-scaled details that add character to the building and the streetscape. In these cases, factors such as more variation in materials, colors, textures, use of fenestration (windows) and weather protection features could be used more effectively to add visual interest and character.

- **Façade articulation:** The existing standards include minimal attention and guidance on the articulation of facades to mitigate impacts of large buildings. While most recent developments have been successful in articulating facades to add character and visual interest, there are a number of buildings that warrant additional treatments. See images below for examples.

FIGURE 18. The Oakwood Apartment Building includes small scale articulation techniques, but when viewed down the street, these treatments are less effective at adding interest and breaking up the monotony of the façade. More substantial articulation features (such as height variation, greater façade stepbacks, major fenestration/material changes) near the middle of this façade would have helped. Also Marriott Courtyard's flat upper level facades could have used some design features to break up the massing and add interest.

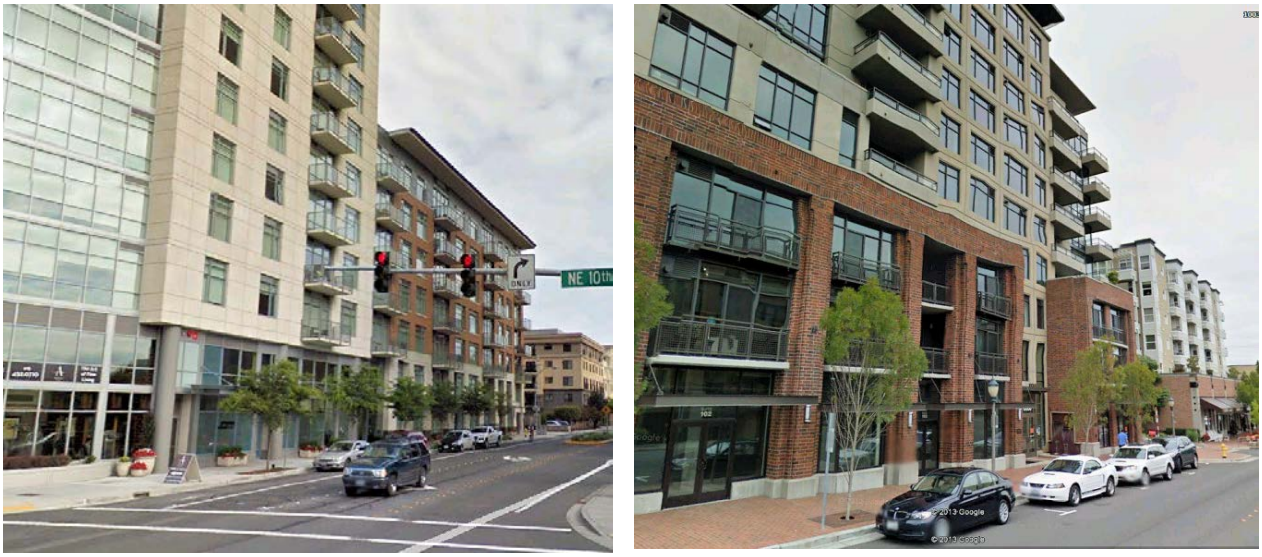
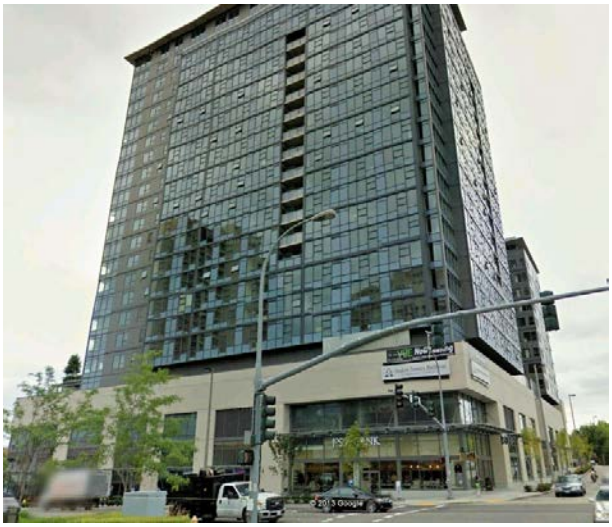


FIGURE 19. The Ashton Tower complex (left) uses fenestration, material, and color changes to break up the massing and add interest to its façade along 108th Avenue NE. The building on Main Street (right) effectively uses a break in its lower floors at the residential building entry to add interest and reduce the perceived bulk of the building.



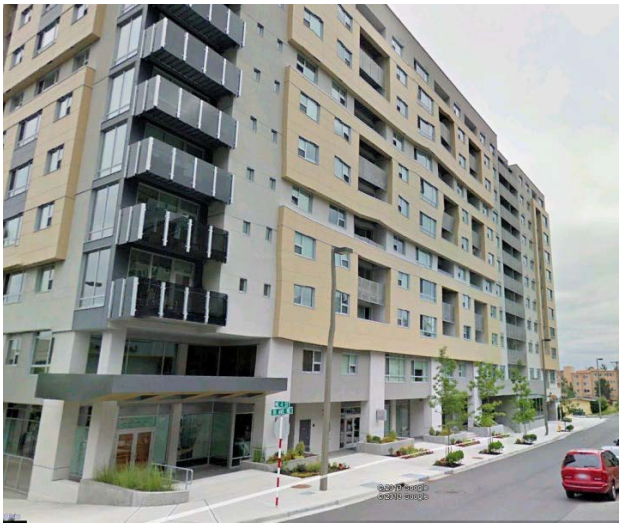


FIGURE 20. Both of these wide buildings could have used design elements to more effectively break up the massing and add interest. Avalon Towers (left) could have used features both to break up its Bellevue Way base (lower floors) and its tower. The M112 building incorporated color changes and other small scale articulation features, but the façade in this view still comes across as very flat.

Pedestrian Circulation/Mid-block Connections

What's working well?

- Over the past twenty years, an attractive network of internal pedestrian connections has been developed within Downtown. The design quality of these connections appears to be improving with nearly each new development project – in terms of visual interest, materials, accessibility, and integration with surrounding development. The phasing of new development, diverse terrain, integration of parking and service elements, and visibility and accessibility of these spaces are the most notable challenges for these connections.

> <u>Use of the term "mid-block connection"</u>
>
> Internal pedestrian connections within the interior of blocks are called "mid-block connections" by Bellevue Code. These are not to be confused with the term "mid-block *crossings*" which refers to pedestrian crossings of streets between superblock intersections.

- However, there are a number of excellent examples to draw from in addressing these challenges. The Civica development preserved a connection on the western edge of the property at ground level. The walkway is well landscaped, but includes a sign noting, for now, that it is a future pedestrian connection, to be completed in conjunction with future surrounding development. Future connections in adjacent development will open up the walkway and can provide improved visibility and accessibility to the walkway.

FIGURE 21. Examples of internal pedestrian corridors – most (not all) qualifying for density bonuses.

- The Symetra and Key Center Towers are other good examples. The Symetra Tower (1986) incorporated walkways around the backside of the building (accessible from surrounding streets) connecting a relatively large plaza space. With a significant slope difference running east-west, the internal plaza is 2-3 floors above the property to the west. The Key Center Tower, built in 2000, was designed to integrate well with the Symetra Tower, expanding on the internal plaza area and extending the network of internal pathways.

- Of course, universal access (ADA) and security are critical mid-block connection design concerns. Generally speaking it appears that these criteria are being adequately addressed. However, it may be useful to ensure that they are barrier free and that Crime Prevention Through Environmental Design (CPTED) techniques are employed to the fullest extent in the design guidelines.

FIGURE 22. The existing network of mid-block connections.

Room for improvement

- While efforts to establish a network of mid-block connections have been largely successful in producing safe, attractive and functional walkways with ancillary open spaces, there are a few conditions and issues to consider. One issue that merits review is the design of mid-block connections that combine pedestrian and vehicular movement (see photos below).

FIGURE 23. Examples of less successful mid-block connections that combine vehicle movement.

- Mid-block connections within residential complexes are sometimes small and uninviting to the public. If they are intended to be the main pedestrian route through an area they need to be sited and designed carefully to address privacy and security needs.
- Additionally, designing and constructing mid-block connections when only one half of the block (and thus only one side of the final mid-block connection) is being developed presents special challenges. The initial mid-block connection is a temporarily narrow pathway, but it should still be safe, attractive, and respond to future opportunities when the other side develops.

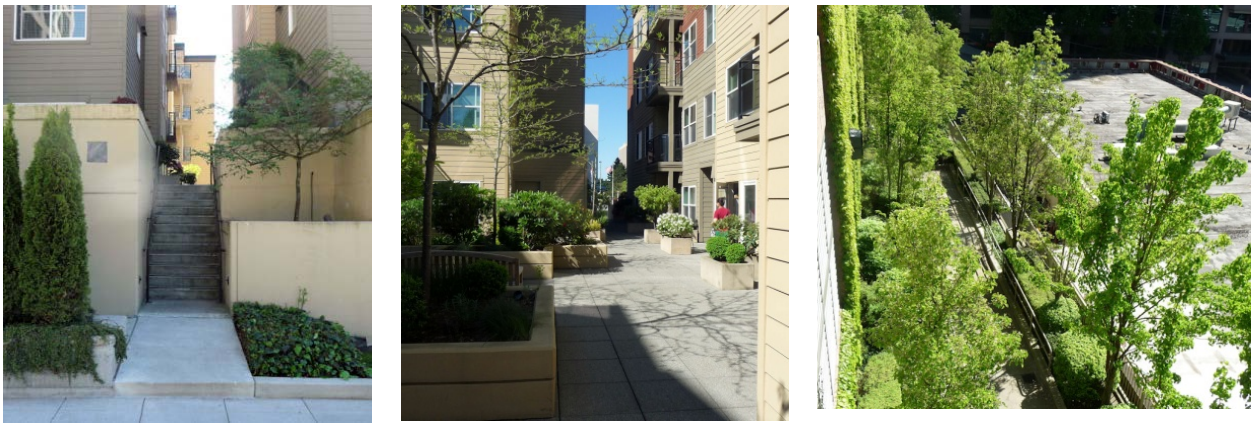


FIGURE 24. Mid-block connections with ground floor residential units present a unique condition because of the need for residents' privacy and the smaller scale of development. How inviting and expansive the access should be for the general public is a question. The example on the right is an attractive connection accomplished before the connection on the adjacent property has been developed. Although this example illustrates that a successful connection can be accomplished, it is more difficult than when both sides of the corridor are designed together.

- Additionally, while the building fronts on many mid--block connections are relatively pedestrian friendly by providing transparency, weather protection, and other amenities, there are a few that do not meet the requirements for sidewalks and pedestrian areas (see photos below). While it may be easy for some developments to provide pedestrian-oriented facades on the street front or plaza areas, it can be difficult to make all sides of a building pedestrian friendly because of ground floor uses, need for vehicle access, grade changes, and other site-specific conditions. Landscaping and other measures may be needed in some cases to soften ground floor facades.

FIGURE 25. Two pedestrian corridors fronted by less than optimal building facades. The example on the right does have a pedestrian store front that "turns the corner" and faces a section of the façade, significantly improving its pedestrian orientation as compared with the portion of the façade furthest away.

- Another major challenge for establishing a system of mid-block connections is forging them into a larger system. The location of these internal connections has occurred in a rather piecemeal way, worked out on a case-by-case basis with each new development. There is no coherent plan identifying the optimal locations for these connections. Moreover, they can be hard to find by the typical visitor. And most of these through-block connections do not tie into convenient mid-block crossings once a pedestrian arrives at the end of a block and wants to cross the adjacent arterial. While these internal connections are creating safe, convenient and comfortable pedestrian movement through the superblocks, they would be more effective if part of a more coherent system that placed them in optimal locations, made them easier to find, and tied them into convenient pedestrian street crossings.

Public Views

What's working well?

- With Downtown's topography, grid of streets, superblocks, and the extent of tall evergreen trees surrounding most of downtown, there are limited distinctive view corridors on the ground level within downtown. Cascade mountain views exist on many of the east-west streets, particularly from the crest (mostly 108th Avenue NE) eastward. Main Street west of 108th Avenue NE offers some modest Olympic Mountain and Seattle skyline views. Major arterials (NE 8th and Bellevue Way) generally offer excellent tower views.

- Design guidelines reinforce the protection of views from public spaces, such as the Downtown Park, the Pedestrian Corridor, and City Hall Plaza. These have been successful in ensuring that these public spaces are not "hemmed in" by new development and retain distinctive views.

- From outside Downtown, there are prominent public views of the skyline, such as the views from Lake Washington, views from I-405, and views from nearby neighborhoods such as Vuecrest and Wilburton.

Room for improvement

- More guidance and specificity on retention of views from public spaces would be helpful. One example of where this issue may come up is at City Hall's plaza, since future development of the parcel to the east will likely block at least a portion of any Cascade views currently available from the plaza.

FIGURE 26. These images begin to illustrate how taller buildings on the eastern edge will begin to impact internal and external views. Moving forward, more design guidance will be needed to allow for desired development in this area, while minimizing impacts.

FIGURE 27. The image above is the view from Downtown Park (perhaps the best internal Downtown view).

FIGURE 28. Prominent external views of Downtown.

Reinforcing Neighborhood Character

What is working well?

A number of elements are working well to develop a distinctive character and create a sense of place in various Downtown neighborhoods. Selected examples include:

- Old Bellevue: Special provisions for Main Street sidewalks, mid-block connections, storefront provisions, building material standards, and minor public open spaces appear to be working well based on the development that has occurred incrementally over the past 10-20 years. Key elements include the continuation of the brick sidewalk pattern, pedestrian lighting, inclusion of seating areas and other sidewalk furniture, articulated building facades employing human-scaled detailing, historic-sensitive design (including renovations to existing older buildings and new buildings), and upper level stepbacks (north side of Main Street) that have helped to protect the comfortable scale of the street.

- Bellevue Way "Shopping Street": Attractive storefronts, articulated building facades with rich detailing, a mixture of façade colors, materials, and textures, wide sidewalks with attractive landscaping features that function as a buffer to vehicular access, and a great mixture of uses are attracting a tremendous amount of pedestrian activity on the sidewalks.

- Ashwood Park neighborhood: This area has become a cohesive residential-based community anchored by the Downtown Library and Ashwood Park. Key features include attractive streetscapes with a strong landscaping emphasis, residential character and population, integration of popular restaurants, coffee shops and other small scale storefronts, some attractive internal pedestrian connections and internal open spaces, and for the most part, the lack of disruptive arterial streets that impact and divide the area.

- Downtown Park: This is a local and regional destination that is constantly improving with increased programming and use. New development on surrounding properties has the potential to enhance the park's context and invite more use.

The above is by no means an exhaustive list but rather a few examples of the kinds of features that are helping to develop a richer and more distinctive character for various Downtown neighborhoods.

Room for improvement

- Many of the areas within Downtown lack any strong identifiable urban character. With notable exceptions such as Old Bellevue, the evolving Bellevue Way, and the Pedestrian Corridor, there are a lack of identifiable streetscape design patterns/features that are truly "memorable".

- Design guidelines specific to each of the nine neighborhoods within Downtown could identify special opportunities on a block by block basis for internal connections and open space strategies, view opportunities, desired architectural scale and character provisions, special additional streetscape provisions/design, and/or special integration of vehicular access components.

FIGURE 29. Images of what's working: Downtown Park and its increasing array of programmed activities, Bellevue "Collection"/Bellevue Art Museum and associated streetscapes and public spaces, Bellevue Arts Fair, and the Elements complex (design and uses).

Transition to Adjacent Neighborhoods

What's working well?

- Projects within the Perimeter Design Districts are implementing the required building setbacks, step-backs, and height limits along the northern, western and southern edges of Downtown. This has created a clear transition in building intensity and height toward the edges of Downtown, and reduced the scale of buildings as they approach the residential neighborhoods adjoining Downtown.
- As Downtown matures it has brought back some of the neighborhood services and amenities that serve nearby neighborhoods outside the Downtown, such as grocery stores, drug stores, coffee shops, restaurants and entertainment etc. This is creating increasing opportunities for nearby residents to access these Downtown attractions, on foot as well as by car.

Room for improvement

- Parts of the Perimeter have been largely bypassed by new development for decades, not allowing for reinvestment and improvement of these edge areas. This is particularly the case in the southern Perimeter along a major portion of Main Street, and in the "Northwest Village" neighborhood (north of NE 8th St. and west of Bellevue Way).
- With increasing Downtown attractions and neighborhood services and amenities, there are opportunities in some cases to to increase pedestrian connections and permeability between the edge of Downtown and nearby neighborhoods.
- There is no clear direction on the appropriate edge condition along I-405, at the eastern edge of Downtown. It is not clear how the area relates to I-405 or to the Wilburton commercial area, which is likely to become a significant redevelopment area in the future.

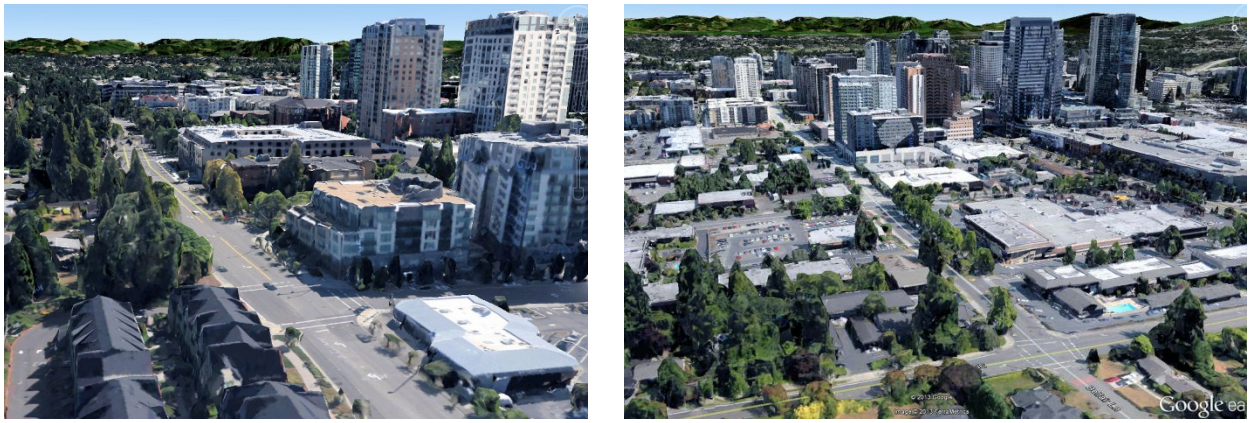
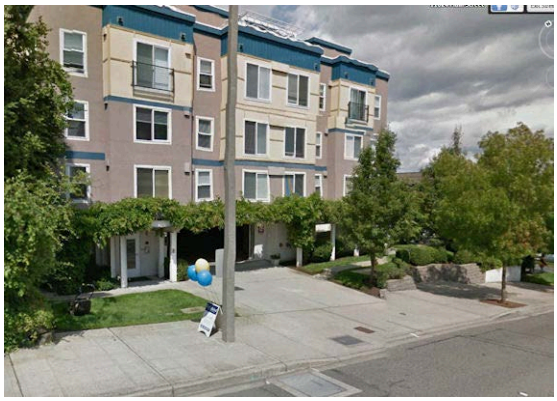


FIGURE 30. The northern perimeter along NE 12th Street (left image) – the height step-backs are visible in the Palazzo I and II development. The right image shows the Northwest Village looking east-southeast. Properties in the foreground, including QFC (roof visible center right) are within one of the Perimeter Design Districts. Also, you can also make out the relatively similar building heights of towers on the south side of NE 12th Street running diagonally through the image.

FIGURE 31. Left image is the Old Bellevue area with the Downtown Park visible. Main Street corridor is visible through center of the image from left to right. Main Street separates the shorter buildings (Perimeter Design District A) from the taller Perimeter Design District B buildings. The right image shows the Main Street corridor looking eastward.

FIGURE 32. The image above shows the East Main area, looking west-northwest over Main Street and 112th Avenue NE. Some of the height/district stepbacks are visible here.



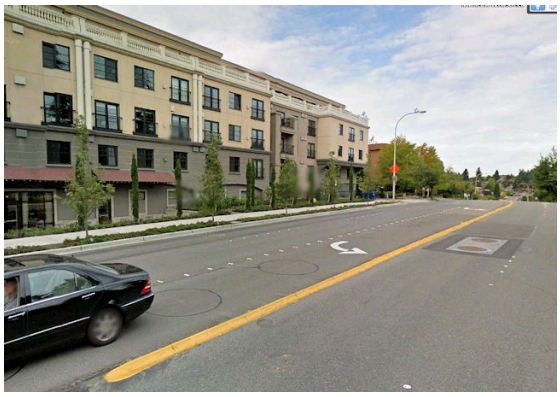
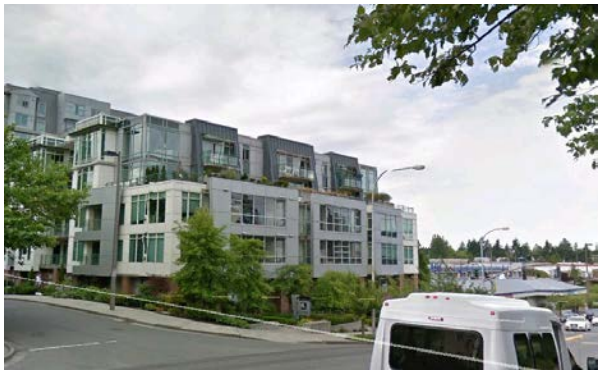


FIGURE 33. These images show developments integrating the required 20' landscaped setback along portions of Main Street (left image) and NE 12th Street (right image)



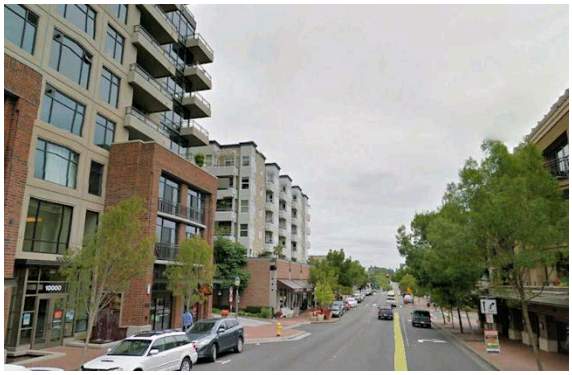


FIGURE 34. These two images illustrate required upper level building stepbacks required along NE 12th Street (left) and portions of the Main Street corridor (right).

FIGURE 35. Good examples of landscaped residential frontages.

FIGURE 36. The images on the left include techniques to add interest to blank walls along sidewalks. The right image shows a mid-block parking garage entrance. Most projects have successfully integrated parking/vehicular access elements while minimizing impacts to the pedestrian environment and the streetscape.

Future Opportunities

- Architects and engineers are making dramatic strides in new buildings' energy efficiency. And, there are emerging new methods for assessing and monitoring buildings' energy conservation performance. Design guidelines can support these advancements. Among other factors is to be aware of the special considerations that new technologies introduce. For example, large areas of solar panels atop towers may exceed floor plate limits and be contrary to guidelines roof top features.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to Design Guidelines from the focus group sessions held in March 2013. Please see the final report for individual comments.

Character of Downtown districts

- The "personality" of different districts Downtown is important. Screening, parking, street trees, signage, etc. may be different in different areas. But the cohesiveness of the Downtown is also important; also need to think about how to tie the districts together.
- Several participants commented that the Perimeter Design Districts provide an important function in helping transition from Downtown to adjoining neighborhoods. But some other views were expressed that the perimeter requirements do not address real planning or design challenges, that they penalize some property owners, and that it is also important to better connect neighborhoods to Downtown.

Ensuring quality design and a more memorable Downtown

- Many comments in the Built Environment discussions focused on making Downtown Bellevue a more pedestrian-friendly place. These types of comments are likely repeated in the Pedestrian section of this report, but included elements such as wider sidewalks, pedestrian signage and way-finding, pathways to the new light rail station, mid-block crossings, vegetated buffer between sidewalk and cars, and other pedestrian linkages.
- Need to ensure the walk along the sidewalk is interesting, with lots of windows, seating, weather protection, and things to see. Integrate details of ground floor/storefronts with sidewalks and the streetscape; this can enrich the pedestrian experience.
- Need better lighting and weather protection for pedestrians. Need for more continuous weather protection was an often-repeated theme.
- Keep open distant views for drivers and pedestrians; for example Mount Rainier.
- Developments require encouragement for thinking about the human scale, character and identity.

Environmental, technical, or design innovations

- Coordination between City departments is important; the Transportation Department in particular needs to work side-by-side in creating distinctive places, because the sidewalk and private property should engage together. In some cases would like to use more interesting materials on public right-of-way but has been hard to coordinate with City.

Green development

- Downtown could be made “softer;” there is a lot of concrete.
- Retain existing green space Downtown, esp. Ashwood Park
- Green building should be encouraged, incentivized.

Specific design guidelines to reinforce or eliminate

- There is an acknowledgement that some of our built projects have not been entirely successful; there is room for improvement.
- Consider impact of design guidelines on the market cost of housing.
- Need Code to better address noise and screening of rooftop equipment.
- Be wary of spawning too many new prescriptive standards, and watch out for updated standards being a “take-away.”
- The City is in the best position to build some major urban amenities when the private sector cannot or will not provide them.

Downtown Livability

PEDESTRIAN CORRIDOR AND PUBLIC OPEN SPACE

Key policy issue: How can the Pedestrian Corridor and public open spaces make for a more memorable and vibrant Downtown urban fabric?

1. Summary of Code Provisions

Pedestrian Corridor and Major Public Open Spaces

The Pedestrian Corridor is the pedestrian-focused east/west spine through Downtown that connects Bellevue Way -the shopping street to 106th Avenue NE – the entertainment street, to 108th Avenue NE – the commerce street, the Bellevue Transit Station, and terminating at 110th Avenue NE –with City Hall Plaza and a plaza at the Bravern.

The Corridor is intended to present a coordinated design of continuous pedestrian-oriented frontage, plazas, walkways, landscaping, and enclosed plazas for its entire length.

The Corridor is made up of three unique segments:

> 1) Street at Plaza – a mix of vehicle and pedestrians running from Bellevue Way to 106th Ave NE. Activities are encouraged to reach out into the street. It may be closed to vehicular traffic periodically for special events, festivals, and street fairs.
>
> 2) Garden Hillclimb – running from 106th Ave NE to 108th Ave NE. This is a pedestrian only segment with a garden-like character in contrast to the hardscape of the other segments.
>
> 3) Transit Central – running form 108th Ave NE to 110th Ave NE. This is a pedestrian and transit focused segment with increased area devoted to pedestrians and access to the Bellevue Transit Center. In the future its connection to the East Link NE 6th Station will pull this activity to the east.

The Pedestrian Corridor also includes a series of open spaces called "Major Public Open Spaces" (MPOS). These spaces provide a sense of gateway, and focal points for activity.

Key element of the Pedestrian Corridor and Major Public Open Spaces:

- Properties on the Pedestrian Corridor construct it as part of new development.

- Pedestrian Corridor and Major Public Open Space Guidelines call for common design elements throughout Must be open to the public at all times
- Cannot be enclosed: no bridges over, or enclosed concourses permitted
- Average width is 60 feet (in no case less than 40 feet)
- Crossing at intersections must be at grade
- Amenity bonus points are earned by construction of the Pedestrian Corridor or an MPOS.
- Property owners are responsible for maintenance
- City maintains intersections

Major public open spaces are significant plazas located at key intersections to provide a sense of gateway and focus for activity: Size requirements range from 10-15,000 square feet at Bellevue Way, 30-37,000 square feet at 106th and 30-37,000 square feet at 110th. This area may be divided among properties at the locations to best work with private development.

Orientation and Sculpting of Adjacent Buildings

Buildings are encouraged to be terraced to avoid a canyon –like feeling along the Corridor and must provide a 20-foot stepback between 20 and 80 feet from grade to scale down building mass.

Direct sunlight should fall on 50% of a MPOS and adjacent Pedestrian Corridor at noon on June 21st.

Design Details

The original 1981 Pedestrian Corridor and Major Public Open Space Design Guidelines call out a coordinated system of paving, lighting, street furniture, and planting details to be used along the Pedestrian Corridor. Some level of variation is encouraged to relate the Corridor to adjacent development or practical reasons such as driving surfaces.

A 1998 update of the guidelines added other elements such as entry symbols, mid-block identifiers and inlaid pavers to enhance the quality of the pedestrian realm.

Other Plazas and Open Space

Publically accessible plazas are provided throughout downtown but tend to be focused in the Core as part a system called Minor Publically Accessible Spaces (MPAS). All are intended to break up the scale of the super blocks (600 x 600) while provided outdoor spaces for gathering. Most qualify as FAR amenities to earn floor area and building height.

The Land Use Code establishes criteria for these spaces to ensure they are quality spaces available for enjoyment by the public and remain open. Criteria regulate the size, proximity the sidewalk, seating, landscaping, and sun exposure. The plaza behind at the Summit is an example.

Enclosed plazas such as the atrium at Lincoln Square and The Lodge at Bellevue Square also qualify as they provide gather space accessible to the public during regular business hours.

2. Current Policy Direction

POLICY S-DT-45. Continue to encourage the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue.

POLICY S-DT-81. Develop the NE 6th Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that add to pedestrian movement and activity.

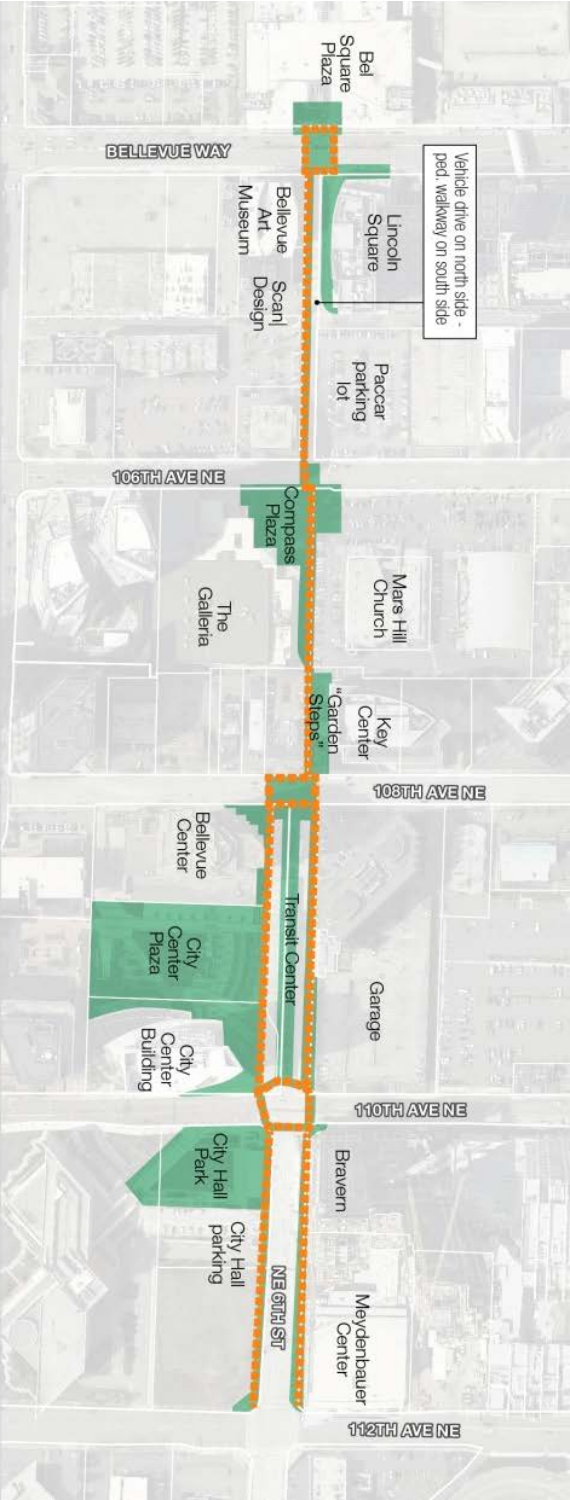
POLICY S-DT-104. Require developer contributions for a coordinated system of major and minor public open spaces along the Pedestrian Corridor and at designated intersections. These could include areas for seating, fountains, courtyards, gardens, places to eat, and public art.

POLICY S-DT-114. Strengthen pedestrian connections between Downtown Park and other Downtown features, such as Bellevue Square, the NE 6th Street Pedestrian Corridor, Bellevue Way, Main Street, 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-158. Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6th Street Pedestrian Corridor, and on 106th Avenue NE where on-street parking and/or wider sidewalks may be appropriate.

3. Implementation to Date

Pedestrian Corridor and Major Public Open Spaces



Only 50% of the property along the Corridor has been developed, providing the uses and spaces that activate the Corridor as envisioned.

Segments of the Pedestrian Corridor constructed by private development in concert with adjacent buildings include:

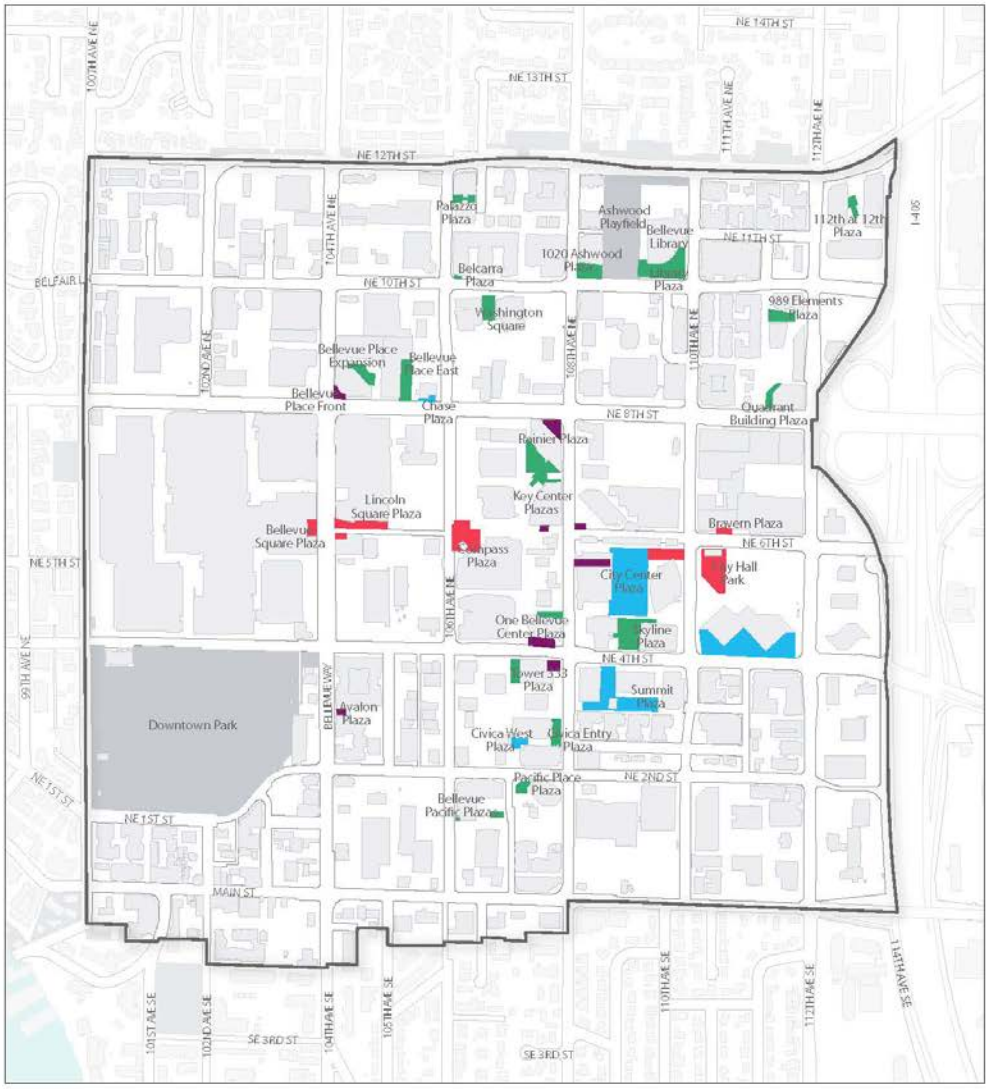
- Fountain Court at Bellevue Square (MPOS)
- Lincoln Square plaza (MPOS) and sidewalk from Bellevue Way to 105th (alley)
- Compass Plaza (MPOS) and Garden Hillclimb to 106th to midblock south side only
- Key Center "Garden Steps" midblock to 108th Ave NE
- City Center I and City Center II (MPOS) and Bellevue Transit Center 108th to 110th. Sidewalk both sides
- The Bravern elevated plaza north side NE 6th St (MPOS)
- City Hall Plaza south side of NE 6th St (MPOS)

Unimplemented areas include:

- 105th to 106th north side Paccar parking lot
- Scan/Design and 106th Ave NE
- 106th to mid-block north side/Mars Hill Church area

Other Plazas and Open Space

Downtown Bellevue has approximately 30 publicly accessible plazas. They are a combination of plazas as defined by the Amenity Incentive System and other open space. All were constructed with private development over the past 32 years. As the map below illustrates, much of Downtown has plazas within a short walking distance. Notably, the Northwest Village, East Main, and Old Bellevue neighborhoods have few or no plazas.



OPEN SPACE ASSESSMENT

Downtown Plazas

Major Public Open Space (MPOS)

Minor Publicly Accessible Space (MPAS)

Plaza

Other

Public parks

Buildings

Downtown subarea

0 400 800 1,600 Feet

N

Major plazas receiving amenity bonus points include:

- Bellevue Place
- 1 Bellevue Center
- Symetra (Rainier Plaza)
- Key Center
- 989 Elements
- Civica
- Washington Square
- Palazzo
- 112th @ 12th
- Bellevue Pacific Center
- City Center I
- City Center II
- The Bravern
- BRE-BelCarra
- Summit

4. Observations

PEDESTRIAN CORRIDOR

Walkthrough narrative

The following narrative describes the on-the-ground conditions on the Pedestrian Corridor in relation to its usability for people. It starts at the western end, Bel Square, and moves east to 112th Ave NE.

WESTERN TERMINUS

The western terminus (Bellevue Square, Bellevue Way crossing, Bellevue Art Museum (BAM) entrance, and Palomino) is a busy pedestrian node. The crosswalk may be the busiest in downtown, with a mixture of shoppers and workers. The Bel Square plaza offers three outdoor dining opportunities and resting and people-watching spots. The NE corner (Palomino) offers a large outdoor dining area with particularly good afternoon sunlight. The BAM entrance plaza is often treated as an extension of the museum itself, including temporary artwork, displays, and museum activities. Benches, outdoor seating, pedestrian lights, public art, and wayfinding kiosks are in this area.

The Bellevue Square shopping center is an obvious destination as the Pedestrian Corridor's western terminus. The corridor widens at the intersection with Bellevue Way to provide ample waiting room for pedestrians at the large crosswalk. The corridor's signature brick pavement is carried through the street.

BELLEVUE WAY TO 106TH AVE NE

East of the major activity area, Lincoln Square's southern facade (Westin entrance and Cypress Bar) generally has less pedestrian activity. Outdoor dining (at the Cypress Bar), street trees, pedestrian lights, benches, and window views of interior activities accommodate the human scale. However, the large size of the building elements—columns, wall panels, and ceiling height—does not lend a sense of human scale. On the south side, BAM's retail shop entrance and blank walls face the corridor. The Scan|Design store is raised slightly above street level and is set back from the street. From the Pedestrian Corridor, the Bel Square façade dominates westward views.

Street trees, signature light posts, awnings, benches facing the sidewalk from both sides, ample pedestrian space, and slow vehicular traffic make this a high-quality corridor segment. With more active uses facing the street like at the California Pizza Kitchen (right), this segment would become even more pedestrian-friendly.

This segment east of Lincoln Square and Scan|Design functions as a comfortable pedestrian thoroughfare, although there is little to attract pedestrian interest or invite activity. 6th Street's brick paving ends at the alley between Lincoln Square and the Paccar parking lot, leaving this segment as asphalt. An attractively landscaped wall screens the southern parking lot, and a thin landscape strip with hedges and street trees lines the Paccar parking lot to the north. Street trees, pedestrian lighting, and occasional benches separate the roughly 10 foot wide southern pedestrian path from the northern vehicular drive. The California Pizza Kitchen building at the SW corner of NE 6th and 106th Ave NE includes outdoor seating and a transparent and human-scaled façade. An information kiosk, trash receptacles, and newspaper dispensers provide pedestrian amenities.

COMPASS PLAZA

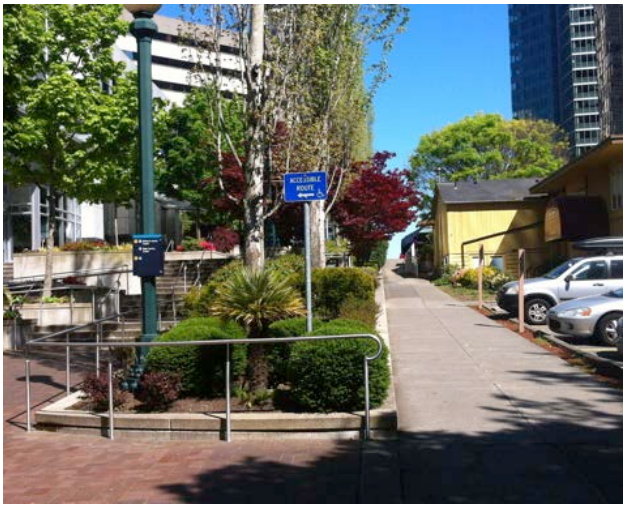
Compass Plaza is one of the largest public plazas in downtown. Brick paving extends from the plaza to provide a wide crosswalk over 106th Ave NE. Also, 106th Ave NE is occasionally closed for special events and festivals, spilling activity onto the plaza. Restaurants and a coffee bar add vitality, particularly during weekday lunches and evenings.[1] Ample moveable and linear seating, artwork, a fountain, lighting, and separated "rooms" (via modest grade changes), brick paving, and landscaping details make the space comfortable for people. The Galleria building itself has a large-scaled frame construction with deep recesses and little human-scale visual interest.

[1] While the restaurants are as popular as ever, the plaza space seems to be less utilized now than it was several years ago when the Galleria still contained the movie theater and more shops and restaurants upstairs.

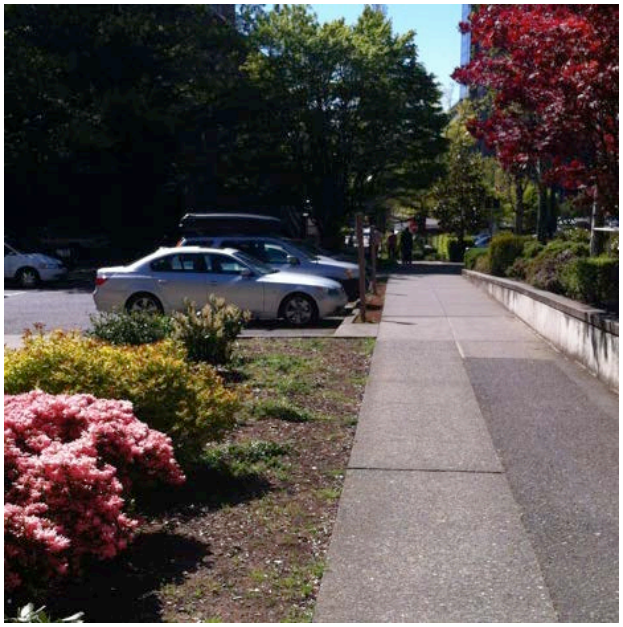
Compass Plaza's steps and spaces were nearly vacant on a sunny May weekend afternoon. While this may be a successful plaza at certain times (as illustrated in the photo on the right), programming additional uses and events may encourage more regular activity.

COMPASS PLAZA TO 108TH AVE NE

The "Garden Steps" segment adjacent to Key Center is a well-landscaped series of spaces that slope up from Compass Plaza to 108th Ave NE. It largely functions as a pedestrian thoroughfare, though Chantanee's outdoor dining Key Center's side add some activity. A stairway on the north and ramps on the south accommodate the grade change. The stepping "rooms" and landscaping provide an informal, garden-like character and an intimate human scale. However, guardrails prevent seat walls from being usable and dominate the view. While this is one of the most unique and pleasant corridor segments, it is not very visible or inviting from the Transit Center. A more visible entry from the east would help with wayfinding and the identity of the whole corridor.



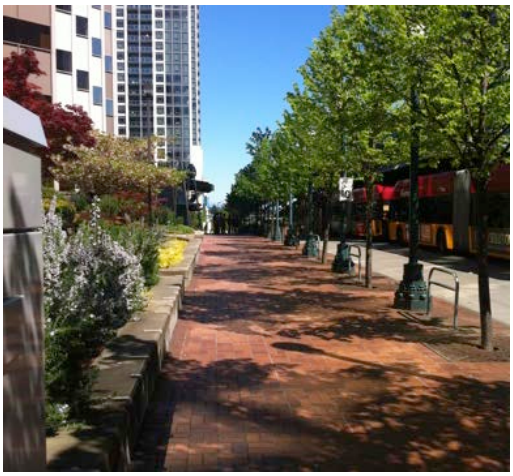
The brick paving follows the more scenic route toward the adjacent buildings, but the utilitarian concrete ramp alongside a parking lot and blank walls provides the shortest route to the transit center.



Although this segment should see many pedestrians due to its transit center proximity and solar access, a narrow sidewalk, paving material variations, a thin buffer between the sidewalk and parking (pictured at left), and lack of seating make it difficult for people to walk side-by-side, gather, or linger.

TRANSIT CENTER (108TH AVE NE TO 110TH AVE NE)

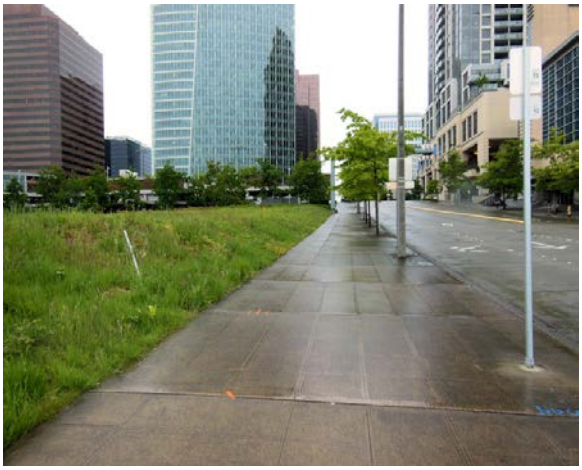
The Transit Center is the highest point of the corridor and offers views to the Cascades. The southern side includes pedestrian-friendly retail facades and a widened sidewalk, making it one of the most inviting portions of the corridor. The parking lot and anonymous office building on the northeast corner of NE 6th Street and 108th Ave NE, the parking garage, and the transit services building, although attractively landscaped, provide little visual interest or activity to the northern side of the Transit Center. The City Center Plaza provides a large open space south of the Transit Center, but fences and landscaping separate it from the sidewalk, and a lack of ground floor activity makes it less inviting.



A seat wall, brick pavement, bicycle racks, and large awnings accommodate transit riders. However, people do not linger outside of commute hours; programming more activity may improve its safety and character.

110TH AVE NE

The Pedestrian Corridor terminates at 110th with the Bravern and City Hall plazas. Nonetheless NE 6th Street reads as a continuous pedestrian corridor since it leads to the Meydenbauer Center. The slope and large width of 110th Ave NE make its east-west crossing difficult. The Bravern complex provides a relatively transparent and human-scaled façade at the corner of 110th Ave NE, but the steep grade to the east is challenging for pedestrian activity and ground floor activity on NE 6th Street. The Bank of America open space is not obviously inviting from the street. Likewise, the Meydenbauer Center's southern façade offers little pedestrian interest and is compromised by a wide garage entry. The southern side features the City Hall Plaza's small multi-purpose building, City Hall's parking, and a vacant parcel. The proposed light rail transit station will be located on this segment, so conditions will change dramatically.



6th Street NE, looking west from 112th Ave NE (left) and east from 110th Ave NE (right). The grade change and current Bravern and Meydenbauer Center building fronts make the pedestrian environment particularly challenging.

Evaluation Criteria Introduction

This report looks at Bellevue's Pedestrian Corridor using a people-oriented, human behavior lens to understand its performance as a memorable and unifying outdoor space. The following evaluation of the 6th Street Pedestrian Corridor (Pedestrian Corridor) describes the critical criteria (characteristics and features) that research[2] has shown to contribute to successful pedestrian spaces and then evaluates the Pedestrian Corridor with respect to those criteria. The design philosophy behind this evaluation is to:

1) First design for people,
2) Then for the spaces they need and use, and
3) Finally, design the buildings around those spaces (Jan Gehl, *Life Between Buildings*).

[2] The criteria were chosen based on the research of people-oriented urbanists Claire Cooper-Marcus, Jan Gehl, Kevin Lynch, and William Whyte.

Designing public spaces for people using the scale of the human body and its senses can increase the possibilities for contact, comfort, and delight. This approach leads to a city that supports outdoor public life by balancing people-oriented and car-oriented spaces, inviting people to linger outside through a high quality physical environment, and increasing opportunities for social interaction.[3]

Human-Scale Sequential Experience

AN INTERESTING AND VARIED PEDESTRIAN TRAVEL SEQUENCE

Criterion. An engaging pedestrian experience provides a person with a minor point of interest or variation about every 4 seconds.[4] Given the basic parameters of human sight and movement (approximately 3 miles per hour or 260 feet per minute), these points of interest should be placed every 15 to 20 feet to create regular sensory stimulation (Gehl). These features may include building entrances, window displays, seats, landscaping, change of architectural character, alcoves, and artwork. Traditional main streets and shopping malls demonstrate this principle by limiting storefront widths to 15 to 30 feet to maintain a varied and interesting walking experience.

A. ATTRACTIVE
- A point of interest about every 15 feet
- Diversity of functions
- No closed or passive units
- Interesting relief in facades
- Quality materials and refined details

B. PLEASANT
- A point of interest about every 25 feet
- Some diversity of functions
- Only a few closed or passive units
- Some relief in facades
- Relatively good detailing

C. SOMEWHERE IN BETWEEN
- A point of interest about every 35-40 feet
- Some diversity of functions
- Only a few closed or passive units
- Uninteresting façade design
- Somewhat poor detailing

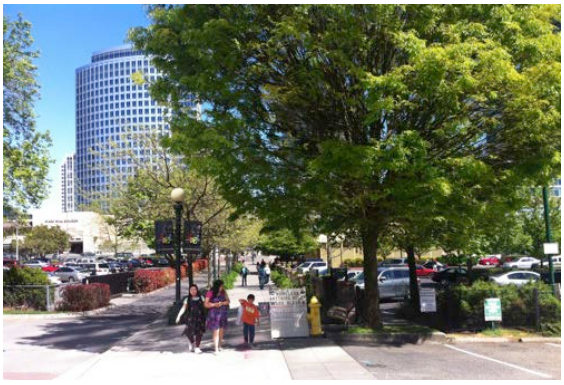
D. DULL
- A point of interest about every 80-100 feet
- Little diversity of functions
- Many closed units
- Predominantly unattractive facades
- Few or no details

E. UNATTRACTIVE
- Sections with few or no variations or features
- No visible variation of function
- Closed and passive facades
- Monotonous facades
- No details, nothing interesting to look at

[3] Outdoor activities in public spaces can generally be characterized as necessary, optional, or social. People pass through and stay in public places for various reasons but in order for them to linger there must either be a high quality physical environment inviting them out, or a high likelihood of meeting others and engaging in social activities (Gehl).
[4] For comparison, contemporary movie cuts vary roughly from 2 to 3 seconds per shot for an action movie sequence to 5 to 8 seconds per shot for a slow paced movie.

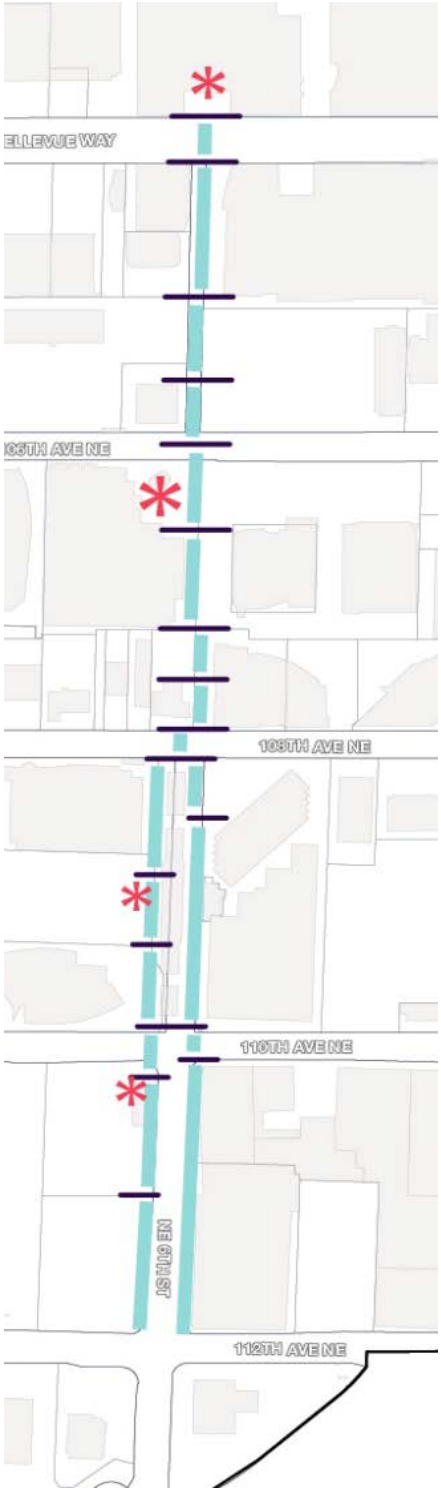
The diagram below summarizes corridor conditions with respect to the criteria above. While somewhat subjective, the results point to the pedestrian orientation of various segments, from successful places already encouraging human activity to opportunities to improve the corridor's functions.

Entry, fence, and landscape detailing near Bel Square provide human-scale visual stimulation.



The large parking lots between the Westin and 106th Ave NE offer fewer visual stimuli than recommended. While there is attractive landscaping, street trees, and light posts, there is little reason to stop and linger.

FOCAL POINTS



Criterion. In addition to the point of interest per every four seconds discussed above, another longer attention span relates to 30 second intervals, or every 130 feet at a pedestrian travel speed.[5] This suggests that a focal feature—an open space, pedestrian connection, activity center, or significant variation in spatial enclosure or architecture character—should be placed every 130 feet or so. While spacing of such focal points is not a hard and fast rule, it is useful to consider the variation in experience or special attractions along the corridor.

Linear sequences should also feature substantial focal points or landmarks that give the corridor its identity, denote a larger corridor segment, and serve to unify the corridor or define its limits. For example, a strong element at one end of a corridor can act as a "terminus" providing a destination or a view point that can be seen from the corridor. Or, a central plaza or landmark can attract pedestrians from throughout the corridor, thereby unifying the corridor's activity.

Thus, the sequence of a corridor can be viewed at three scales: the experiential details that ideally occur every 4-6 seconds (15 to 20 feet), changes in character or spatial configuration that add variety every 20-40 seconds (100 to 200 feet), and more prominent focal points or land marks that help define the corridor or accentuate key segments.

Evaluation. As the diagram below indicates, there is a substantial change in character or spatial configuration roughly every 100 to 200 feet. This means that from the standpoint of sequential variety, the Pedestrian Corridor can hold a pedestrian's interest if the individual segments are experientially rich, as noted in the previous criterion.

Additionally, several important focal points accentuate the corridor's character and define its boundaries. The Bellevue Square entry and plaza comprise a suitable western terminus, and the Compass Plaza and Galleria "anchor" the central segment. While the transit center and City Center Plaza provide a multi-use focus at the corridor's high point, there is no focal point at the corridor's eastern end. The new light rail station will be an opportunity to create one.

[5] For years advertisers and television producers have used a 30 second time frame as the optimal length to hold a viewers interest. While indications are the at this has been reduced to about 15 to 20 seconds in the past decade or so, it still suggests that in order to encourage a pedestrian to move along a corridor, providing some visual event or focal point every 130 feet or so.

SPATIAL ENCLOSURE

Criterion. The building height to street width ratio is important for creating a comfortable-feeling street. When the cross section of a street (or pedestrian corridor) has a street width to adjacent buildings height ratio of greater than four to one, the street loses its sense of being a contained space.[6] At the other end of the scale, a width to height ratio of less than one to one makes the corridor feel like a tunnel. On an east-west street in a dense urban downtown, it is generally desirable for most of the corridor to be flanked by building facades or attractive open space. Cross streets, plazas, and parks, such as City Center Park and Compass Plaza, relieve the sense that it is a tunnel. Solar access is a related issue covered below.

Evaluation. The map below shows where the corridor currently possesses a sense of enclosure. Generally, the areas that lack desirable spatial definition are where new development has not occurred.

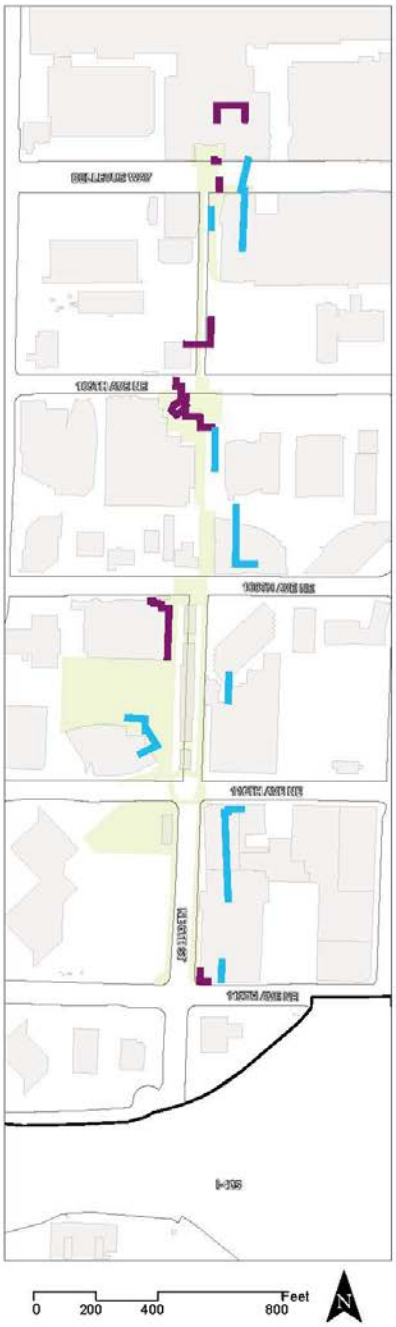
[6] Allan Jacobs, expert urban and street design theorist.

Building Design

TRANSPARENCY

Criterion. Facades with large window areas provide the "transparency that improves the connection between interior and exterior activities and increases the sense of "eyes on the street." Multiple and diverse shops and residences gives the street an informal surveillance and a general sense of safety.[7] Generally, transparent windows covering at least 75 percent of the ground floor façade between two and eight feet above ground provide adequate transparency.

Evaluation. The map below illustrates the level of transparency for buildings adjacent to the corridor. As the diagram indicates, some of the newer buildings have somewhat transparent facades at ground level, but they do not necessarily provide the visual interest to attract pedestrians.



PEDESTRIAN CORRIDOR
Transparency of adjacent facades

High quality transparency
Large continuous windows
with active interiors or displays

Partial transparency
Intermittent windows with
less interesting interiors

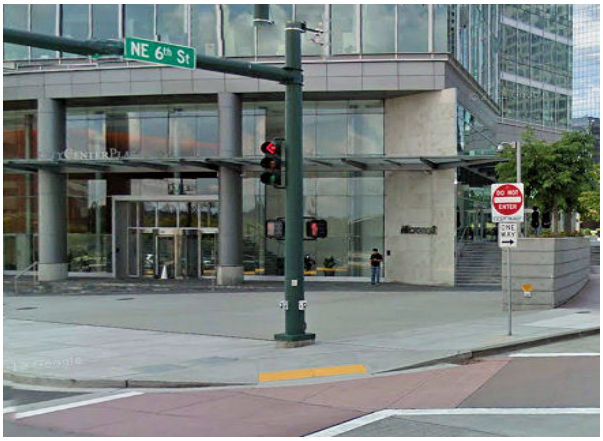
Pedestrian corridor open spaces

HUMAN-SCALE BUILDING FACADES

Criterion. The edges of public spaces, where the ground floors of buildings meet the public space, are the most interesting and active places.[8] Thus, the ground floor façade design greatly impacts the quality of the public space. "Human scale" is the perceived size of a building or other features relative to a human being. A building is considered to have "good" human scale if there is an expression of human activity or use that indicates the building's size. For example, traditionally-sized doors, windows, and balconies are elements that respond to the size of the human body, so these elements in a building indicate a building's overall size. Along a pedestrian space, this means including building features such as moderately sized awnings or canopies, building elements such as columns and pilasters that are not too massive, and normally-sized windows and doors. Also, smaller features such as decorative lighting and pedestrian-scaled signs can make a façade appear more inviting.

Evaluation. As noted in the Building Form and Height and Design Guidelines Modules, many new buildings feature massively-scaled architecture even at the ground floor. While some monumentality can be positive when used to accentuate an important landmark or to provide a variety of spatial experiences, it may be useful to consider stronger design guidelines that emphasize ground floor human-scaled elements along the corridor.

[7] Jane Jacobs, expert urban theorist.
[8] William Whyte, public space researcher.



Two monumentally-scaled building facades characterized by very tall ground floors, massive columns, and large building modules. Note the person in the left photo.

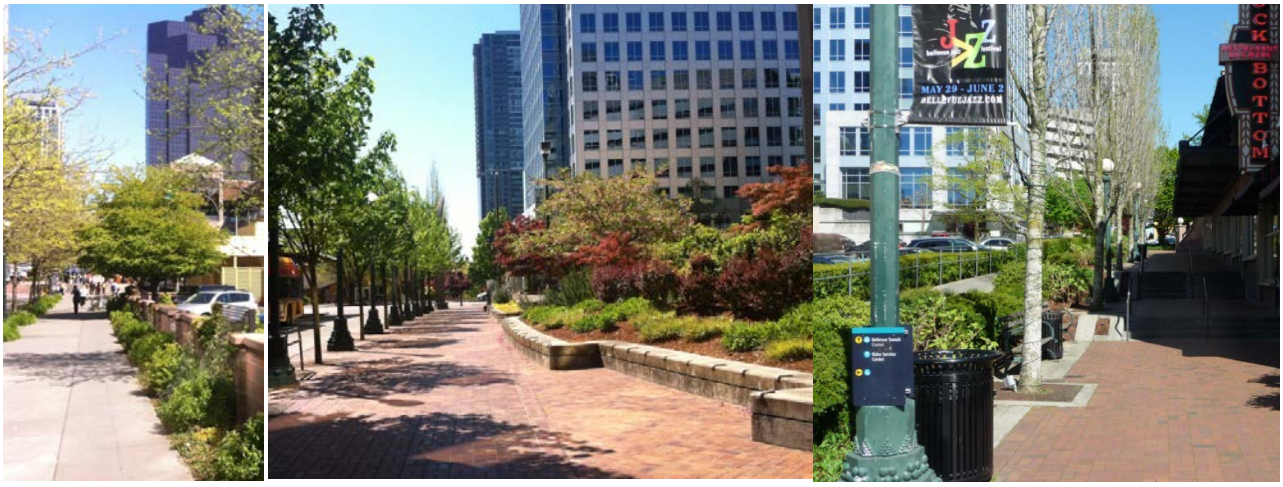
Character and Memorability

IDENTITY AND SENSE OF PLACE

Criterion. A great pedestrian corridor is distinctive and highly "imageable," contributing to the identity and memorability of the downtown.[9] A character-defining "signature" leads people along a route, makes them feel welcome, and is memorable. This quality can come from a specific style of architecture, consistent design elements (e.g., trees, lighting, paving, street furniture, shelter from weather, signage, color palette, graphics style), a unique view, natural element or topographic feature, a concentration of a type of use, and a clear layout. Strong examples include Paris's broad sidewalks and Arc de Triomphe of the Champs-Elysees, New Orleans' musicians and bars along Rampart Street, or San Francisco's Victorian townhouses of Telegraph Hill.

Evaluation. Given the variety of architecture and urban design elements along the corridor, the most identifiable character is its attractive landscaping and street trees, which add a garden-like character. This unique asset supports the Bellevue's "City in a Park" motto and provides the human scale sometimes lacking in new buildings.

[9] Kevin Lynch, urban theorist.



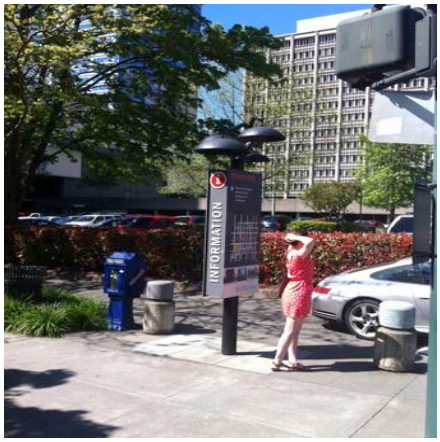
Well-maintained landscaping is a hallmark characteristic of the Pedestrian Corridor. It contrasts and softens the large scale of adjacent buildings and provides a garden-like character.

WAYFINDING

Criterion. Pedestrian navigation is an important purpose of the corridor. Directional signs and kiosks can assist in wayfinding, but directions can more effectively be conveyed through views and visual cues such as an inviting gateway, a distant landmark to head toward, or a consistent design element (e.g., follow the yellow brick road).

Evaluation. Generally, the route along the Pedestrian Corridor is clearly legible to the casual visitor. However, there are a few segments where the view to the next section is unclear. For example, the visual connections at the top and bottom of the Garden Hillclimb are not evident. In particular, the westward connection across 108th Ave NE from the transit center is not well defined. This point should provide an especially inviting gateway because it connects not only to the busy avenue but to the Transit Center.

While the contemporary clock tower announces the Pedestrian Corridor's presence at Bellevue Way NE, increasing the corridor's presence at all north-south avenues would enhance its visibility. This can be done through land marks such as the sculpture at Compass Plaza, open space or focal points, or pedestrian-scaled lighting, kiosks, or street furniture. Widening the corridor at major intersections to accommodate groups of pedestrians waiting for the signal to turn is another feature that, if enhanced, could add to the Pedestrian Corridor's sense of connectedness.



The view of the Pedestrian Corridor from the transit center does not clearly invite people (left). A kiosk situated at 106th and NE 6th Streets provides a map, but the view down the Pedestrian Corridor does not indicate a continuous connection (right).

ATTRACTIVENESS

Criterion. Attractive, quality materials (building, ground surface, and landscape) and clean streets can increase comfort and a sense of pride in being downtown.

Evaluation. The Pedestrian Corridor has well-maintained landscaping, appears free of debris, and has quality materials in places.

Brick paving, attractive bench, and well-maintained landscaping near Rock Bottom (left). The thin landscape buffer between parking and sidewalk and the sidewalk's concrete paving in this segment indicate the variation in material quality along the corridor (right).

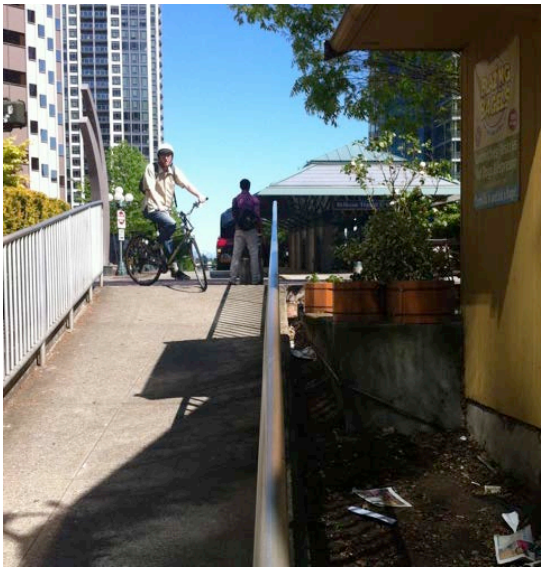
Space for Walking, Lingering and Bicycle Movement

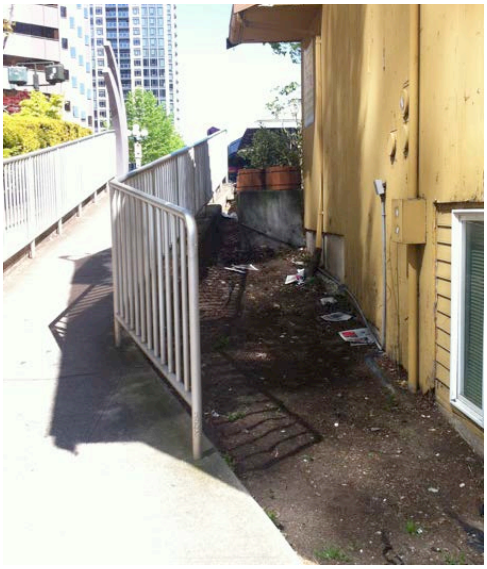
ROOM FOR WALKING

Criterion. Humans are typically 1.5 to 2 feet wide, so a sidewalk should be at least 4 feet wide (6 feet clear) for a couple to comfortably walk. For two couples to pass, at least 10 to 12 feet is needed. For a major pedestrian corridor, at least a 12' width is preferable.[10] Bellevue's Pedestrian Corridor and Major Public Open Space Design Guidelines (revised March 2000) recommend widths ranging from 16 to up to 25 feet in the Transit Central block. In other places, the guidelines suggest that the total corridor be an average of 60 feet wide and in no case less than 40 feet wide..

In addition, pedestrians tend to cluster at intersections waiting for the traffic signals, so building setbacks from the intersection are important.

Evaluation. The current width of walking surface varies from about 25 feet to about 10 feet, although this smaller dimension occurs where the corridor is only partially constructed, such as between the Westin and 106th Ave NE. In other cases, such as the Garden Hillclimb, the corridor is broken into multiple pathways, accommodating wheel chair access and stepped level changes. In still other segments, such as east of 108th Ave NE, the corridor is essentially two sidewalks. The corridor accommodates current pedestrian volumes comfortably, even during events such as the 6th Street Fair. The corridor should be designed for future anticipated volumes to ensure adequate space. Some of the new buildings along the corridor, most notably Lincoln Square, Bellevue Art Museum, and the City Center Building, are set back from the intersection to provide a small plaza area and provide plenty of pedestrian space for pedestrians waiting to cross the street.





The top of the hillclimb segment bottlenecks at 108th Ave NE and is not ADA accessible.

[10] Richard Untermann, *Accommodating the Pedestrian*

PLACES FOR LINGERING

Criterion. As people walk along the Pedestrian Corridor, some places should invite lingering, such as benches, pillars, steps, seating walls, recesses, niches, arcades, verandas, and covered walks (also see Seating below). These elements provide places to lean while on a phone conversation, step out of the rain, or rest on a long walk, resulting in people staying outdoors longer. The Pedestrian Corridor and Major Public Open Space Design Guidelines also discuss the need for small spaces and elements that cause the pedestrian flow to meander and offer pausing places.

Evaluation discussion. Large and small spaces for informal activities are noted on the map below. Some areas are relatively well endowed with such spaces while other segments have few such amenities. Spaces officially identified for public use have been privatized for restaurant seating such as Palomino, Cypress, Chantene and Rock Bottom. Though the Guidelines encourage outdoor dining/seating along the Corridor available space truly available to the public is very limited.

ACCOMMODATING BICYCLE MOVEMENT

Criterion. Bicycle accommodation includes delineated routes or a shared street (woonerf) with slow enough auto traffic for safe movement of bicycles and pedestrians. Ideally, bicycle routes are on fairly level ground, are buffered from traffic (or traffic is slow enough to be safe), and have bicycle amenities. Amenities that help to encourage cycling include bicycle racks, bicycle gutters on stairs, smooth ground surfaces, and showers.

Evaluation. The Transportation Plan designates the Pedestrian Corridor as a bike route. Sharing the space with pedestrians presents a challenge, especially as the Corridor gains more pedestrian activity over time. In addition, steep topography makes some sections of the Corridor difficult for cycling. Significant thought needs to be given to the likelihood that bicycles and pedestrian can mix well in the limited space given the range of activities and features expected on the Corridor.

Pedestrian Comfort, Safety, and Amenities

SEATING

Criterion. Seating is the most important physical element to entice people to use a public space.[11] Seating provides places to rest, making the walking experience more enjoyable and encouraging people to linger. A variety of seating types and arrangements allows for people to sit comfortably in a range of sunlight and weather conditions, groups of varying sizes to socialize, as well as for individuals to enjoy the space without being required to socialize. Project for Public Spaces recommends one linear foot of seating per 30 square feet of plaza, and San Francisco Downtown Plan asks for one linear foot of seating for each linear foot of plaza perimeter.[12]

Evaluation. The public lingering spaces shown in the map above all have seating. Fieldwork this summer will identify how much they are used and any additional needs.

Some seating is provided along the Pedestrian Corridor.

SOLAR ACCESS

Criterion. For Bellevue, the angle of the sun at noon on the equinox is about 43 degrees above the horizon. This means that, generally, taller downtown buildings will cast shadows on the corridor during winter months. One consideration regarding this condition is to locate open spaces and tall buildings so that the open spaces are not shaded around the noon hour, when the sun is most appreciated by those who might take lunch outside or simply walk around the open space. While this is not always possible, it is an objective to consider. The Pedestrian Corridor and Major Public Open Space Design Guidelines discuss the need to protect solar access to much of the corridor.

[11] William Whyte, Public Life of Small Urban Places
[12] Cooper Marcus and Francis, 1998.

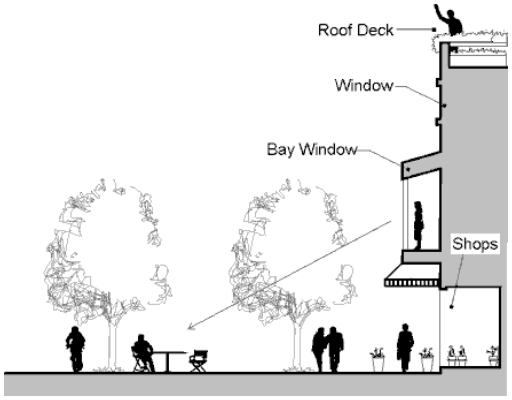
Evaluation. The Westin Hotel front, Compass Plaza, City Center Park and City Hall Park all have good solar access around the noon hour, and the Westin Hotel front and Compass Plaza enjoy late afternoon and early evening sun. Additionally, many of the small lingering spaces noted above are located where they receive sunlight during much of the day.

The new Lincoln development could add benches or café seating to take advantage of its sunny south-facing walls (left). The undeveloped areas on the north side of the corridor, when developed, will have a south-facing façade (right). This solar access should be optimized for public use.

WEATHER PROTECTION

Criterion. Weather protection is a highly desirable feature in Northwest urban areas. Since winter storms generally come from the south and winter winds are generally southerly, weather projection on the south side of buildings will experience the most wind-driven rain, but also the most sunlight during sunny days. This suggests that wider, translucent or transparent weather protection is particularly effective on the south sides of buildings.

Evaluation. Weather protection is intermittent on the corridor and generally not effective in providing a comfortable experience in bad weather. For example, the Lincoln development pictured above could have wider translucent awnings for better rain protection and sun access.



SAFETY AND SECURITY

Criterion. Crime Prevention Through Environmental Design (CPTED) refers to a group of strategies intended to reduce the fear of crime and the opportunities to commit crime. This approach acknowledges that the existing environment can influence criminal behavior. CEPTED principles are almost universally endorsed by police and law enforcement departments throughout the nation and have proven effective. The application of CPTED guidelines is important to the safety and success of new pedestrian spaces and parks. Issues typically include.

- **Natural Surveillance:** Natural surveillance, or "passive surveillance," occurs when areas of the corridor or open to view by the public and neighbors. For example, the ability of neighboring residents or workers to look down on the park is a major crime deterrent. Another aspect of natural surveillance is the ability of an officer driving by or through the park to see the facilities that might be targeted by offenders. Windows that look out onto a pedestrian rouge provide good natural surveillance

- **Lighting:** Lighting should reflect the intended hours of operation; i.e., lighting of playfields or structures in local parks may actually encourage after-hour criminal activities.

- **Landscaping:** Heavily screened sites can offer hiding places. This is especially important around entryways and windows.

- **Entrances:** Corridor and park entrances that are prominent, well-lit, and highly visible from inside and outside of the park.

- **Natural Access Control:** Access control refers to homes, businesses, parks, and other public areas having distinct and legitimate points for entry and exit. However, this should also be balanced to avoid "user entrapment"—not allowing for easy escape or police response to an area.

- **Territoriality:** Territoriality means showing that your community "owns" your neighborhood. While this includes removing graffiti and keeping buildings and yards maintained, it also refers to small personal touches. Creating flower gardens or boxes, putting out seasonal decorations, or maintaining the plants in traffic circles sends a clear message that people in the neighborhood care and won't tolerate crime in their area. This approach is often called "fixing broken windows" after the book by George Kelling and Catherine Coles.

- **Maintenance and Target Hardening:** Well-maintained parks send the message that the area is well cared for, observed, and owned. Target hardening, as the name suggests, is constructing the facility so that it is a difficult crime target and deals more with the design of the individual site feature than the park's layout.

- **Defensible Space:** Do not locate or design parks where potential perpetrators can lurk or commit a crime and then flee via a convenient escape route. Corridor segments or parks bordering on a dark alley' for example, can invite predators.

Evaluation. For the most part, the corridor exhibits good applicatoin of CPTED principles. The primary exception is the steep section just west of 108th Ave. NE, in which landscaping obscures and path configuration obscures portions of the walkway.

LIGHTING LEVELS

Criterion. Lighting design is framed by two often conflicting objectives; 1) to provide relatively high levels of uniform light to enhance security (and the perception of security), and 2) to compose attractive, generally lower and varied lighting levels to enhance the pedestrian experience and architectural and landscape qualities of the spaces. That is not to say that he two cannot be resolved, but there is an inherent tension in the lighting design of public spacing. The most satisfying solutions generally are individualized, well crafted designs that respond to the specific sites.

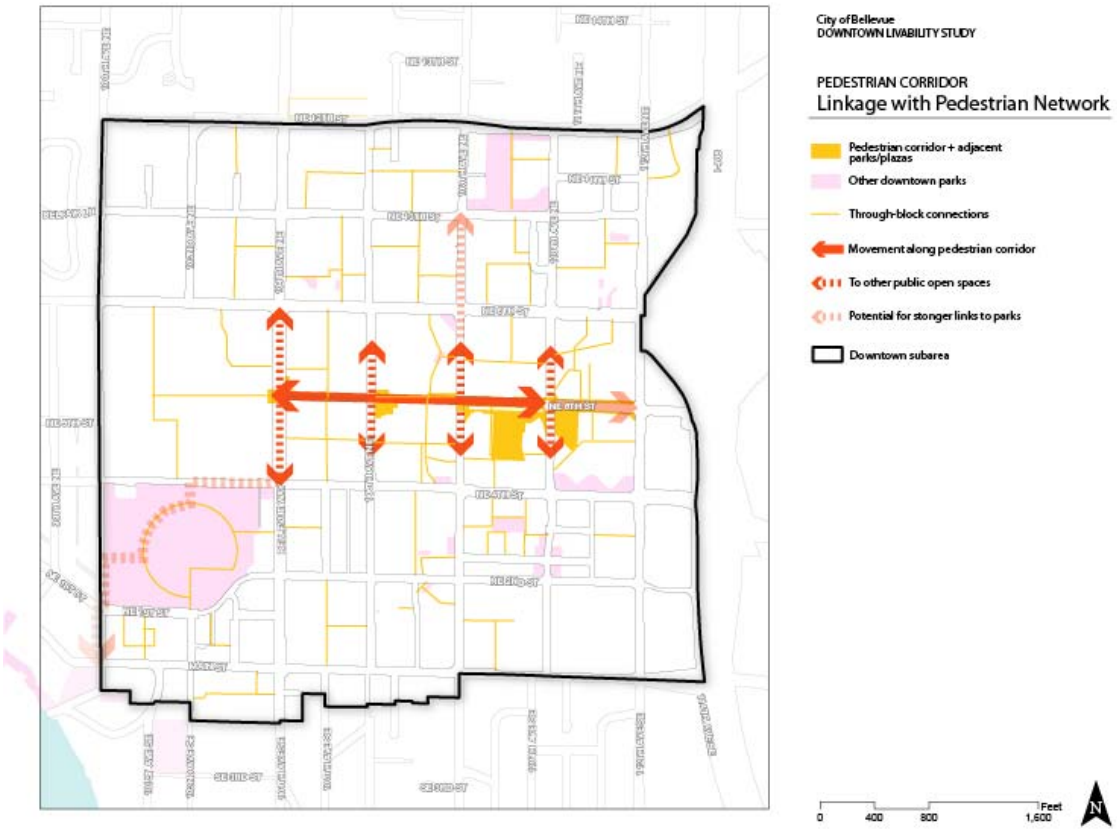
Evaluation. This topic will be evaluated in the alternatives phase when considering code and design interventions.

Access and Adjacent Uses

CONNECTIVITY

Criterion. The Pedestrian Corridor should connect to major destinations, other pedestrian network links, and the public transit system. Pedestrian desire lines, short cuts, and jaywalking provide clues to important links.

Evaluation. The map below highlights key routes to and from the Pedestrian Corridor. The mid-block connections present a major opportunity to celebrate pedestrian routes to other destinations and open spaces. Also, two routes in particular deserve attention for their importance in the open space network: 1) to and through the Downtown Park to Old Bellevue (one segment of this is shown in the photos below), and 2) to Ashwood Park.

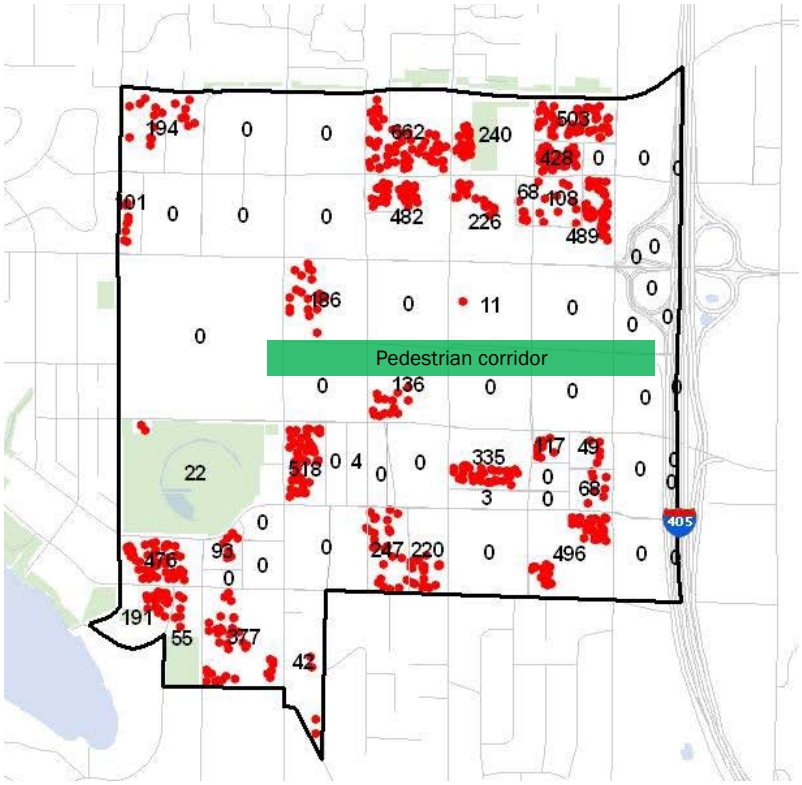


This stretch of Bellevue Way (left) south of NE 6th St is a potential link between the downtown park and the corridor but offers few pedestrian amenities. The bus stop and outdoor seating in front of Mod Pizza on the west side of the street offer human scale spaces, and people gather there for necessary, optional, and social activities. The east side sidewalk (right) has awnings but is relatively thin for carrying large numbers of pedestrians.

NUMBER OF PEOPLE IN THE VICINITY

Criterion. The vibrancy of a place is not only dependent on good design but on the number of people there. More people attract more people. Transversely, vacant spaces remain vacant because it does not feel comfortable to be the only person in an urban space. This means that nearby land uses must supply residents, employees, students, retirees, playing children, and so on to activate the public space. Residents are also especially important for providing a sense of ownership over public places that are near their home.

Evaluation. The current downtown population is estimated to be 10,500 residents. Lincoln Square, the Bravern, and Bellevue Towers are the only major developments housing residents within the Pedestrian Corridor blocks.



1 dot = 10 people

Please note that dots are placed randomly in residential buildings within a census block and are not supposed to represent exact locations of residents.

Source: 2010 U.S. Census

Major employers (locations starred in the map below) provide additional people to the Pedestrian Corridor area, especially to the central and western end. As discussed below, these people are important for providing daytime activity.

PEDESTRIAN CORRIDOR

Major Employers

Major employers
(Source: The Changing Face of Downtown: Demographic Trends 2000 to 2010)

Pedestrian corridor

Buildings

Downtown subarea

0 400 800 1,600 Feet

N

AROUND-THE-CLOCK ACTIVITIES

Criterion. Neighboring uses should supply activities throughout the day and night to keep a steady flow of people moving through the street, thus increasing the feeling of safety and inviting more people to stay downtown. Nearby businesses, universities, and especially housing for a variety of incomes and household structures (e.g., student, senior, family, and tech workers) would provide the attractions and people needed to for a lively city throughout the day. Activities for all seasons should also be considered.

Evaluation. As shown in the Number of People in the Vicinity section above, the Pedestrian Corridor needs additional residents to ensure people on the streets at all hours. In terms of business attractions, the map below highlights places (restaurants, clubs, hotels, gyms, and City Hall evening meetings) that offer evening and late night activities along the Pedestrian Corridor. Noticeably, some segments lack any attractions to keep people near the corridor past daylight hours.

PROGRAMMING

Criterion. Even with plenty of people nearby and beautiful open spaces, activities may not occur if there is not a reason to go to the public space. Thus, scheduling events and encouraging informal activities, such as food carts and buskers, to draw people to the corridor is important. Planned and spontaneous activities should be encouraged that include people of all ages (e.g., children, seniors, and students), incomes, and abilities. Programming may include temporary and permanent visual and performance art to bring life to the streets. The design of the space should not only accommodate necessary activities, but optional events, gatherings, and lingering.

Evaluation. Programmed events and activities are intermittent with most occurring in the summer including the BDA's "Live at Lunch" two month long music series Bellevue Arts Fair one weekend in July, the Bellevue Farmers Market each Saturday May through October, and Snowflake Lane at the west end only Thanksgiving to New Years. A very minor amount of vending occurs. Significant opportunity remains to enliven the Corridor.

PLAZAS - PUBLICLY ACCESSIBLE OPEN SPACES

Bellevue's 2010 downtown open space assessment clarifies the types of plazas private development is creating. The study evaluated 16 of the approximately 30 downtown plazas using criteria very similar to those discussed above for the Pedestrian Corridor. To align with the assessment, this section is organized around the following themes:

1. **Access, linkages, and information**. A highly rated plaza demonstrates easy ways to walk to and through the plaza, clear access from the street, transportation options, bicycling considerations, and wayfinding techniques.

2. **Comfort and image**. A highly rated plaza has quality materials, a comfortable scale of surrounding buildings, buffering from automobiles, seating for a variety of social arrangements, seating available in sun and shade, is well-maintained and clean, and feels safe.

3. **Uses and activities**. A high rating reflects a plaza that is busy even outside of lunch hour, where a variety of different activities occur, the activities are visible and inviting, and adjacent ground floors are active and welcoming.

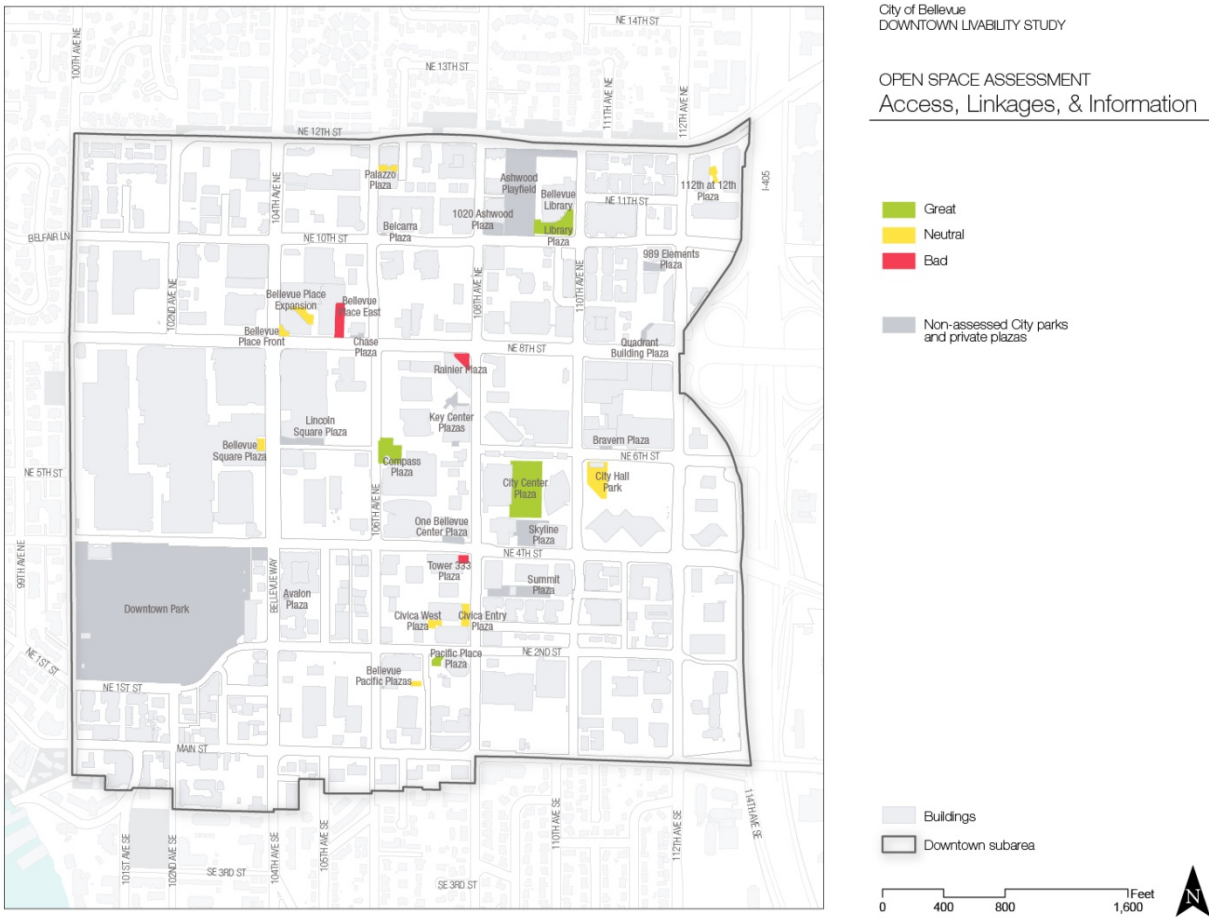
4. **Sociability**. A high sociability rating is given to plazas where there are places to gather, people enjoy the space, a mix of ages, sexes, and ethnic groups are apparent, people return over time, and there is evidence of stewardship.

In the discussion below, the ratings are on a scale of 1 to 5 and refer to a characteristic's average score among the assessed plazas.

Access, linkages, and information

WHAT'S WORKING?

The plazas scored above average in the access, linkages, and information category. Pedestrians could easily walk to and through all but one plaza (scored 4.0), pathways were useful for getting people where they wanted to go in most cases (scored 3.88), and the plazas were accessible to people with special needs (3.66).



ROOM FOR IMPROVEMENT

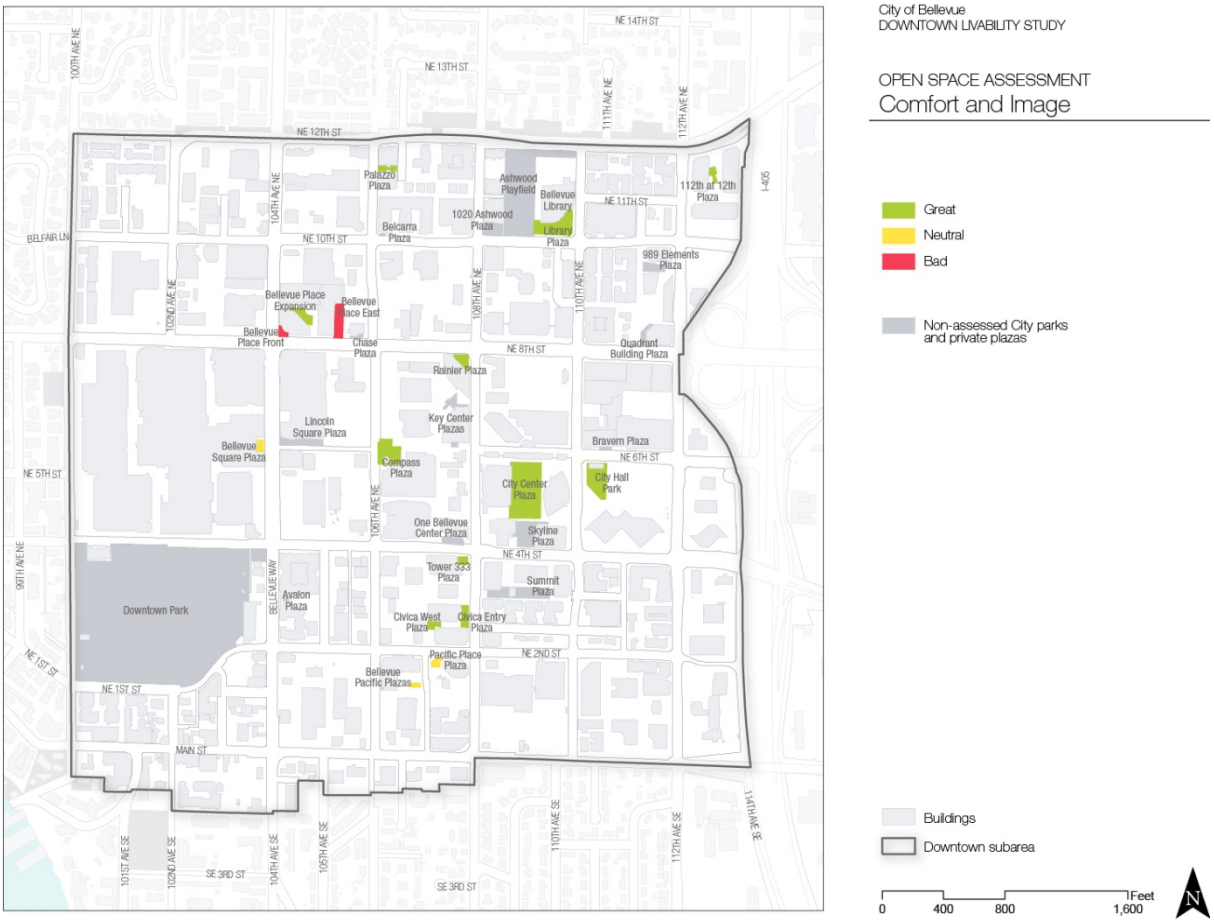
Bicycling accommodation (scored 1.94) was a weakness in this theme. Bicycling did not appear convenient or storage was not available in most plazas. Also, signs or some form of wayfinding was extremely rare (scored 1.25). Also, in some cases, the view from the public street does not invite people into the plaza.

Despite beautiful landscaping (left) and seating and sunlight (right), it is not obvious from the street that the Civica plazas are usable public spaces.

Comfort and image

WHAT'S WORKING?

Most plazas did well with regards to comfort and image; overall, they made a good impression. In general, plazas were clean, well-managed, and felt safe (scored 4.5). Seating was provided in sun and shade (scored 4.16), and the scale of surrounding buildings was comfortable (scored 4.06).



Civica Entry Plaza: property owners clearly maintain landscaping and overall cleanliness for a high-quality image.

ROOM FOR IMPROVEMENT

Within the **comfort and image** category, some issues arose around private uses dominating the public space (scored 3.28). Importantly, many plazas lacked a variety of seating areas to accommodate groups and singles (scored 3.13 with 7 of the plazas receiving a 2 or lower).

Uses and activities and sociability

WHAT'S WORKING

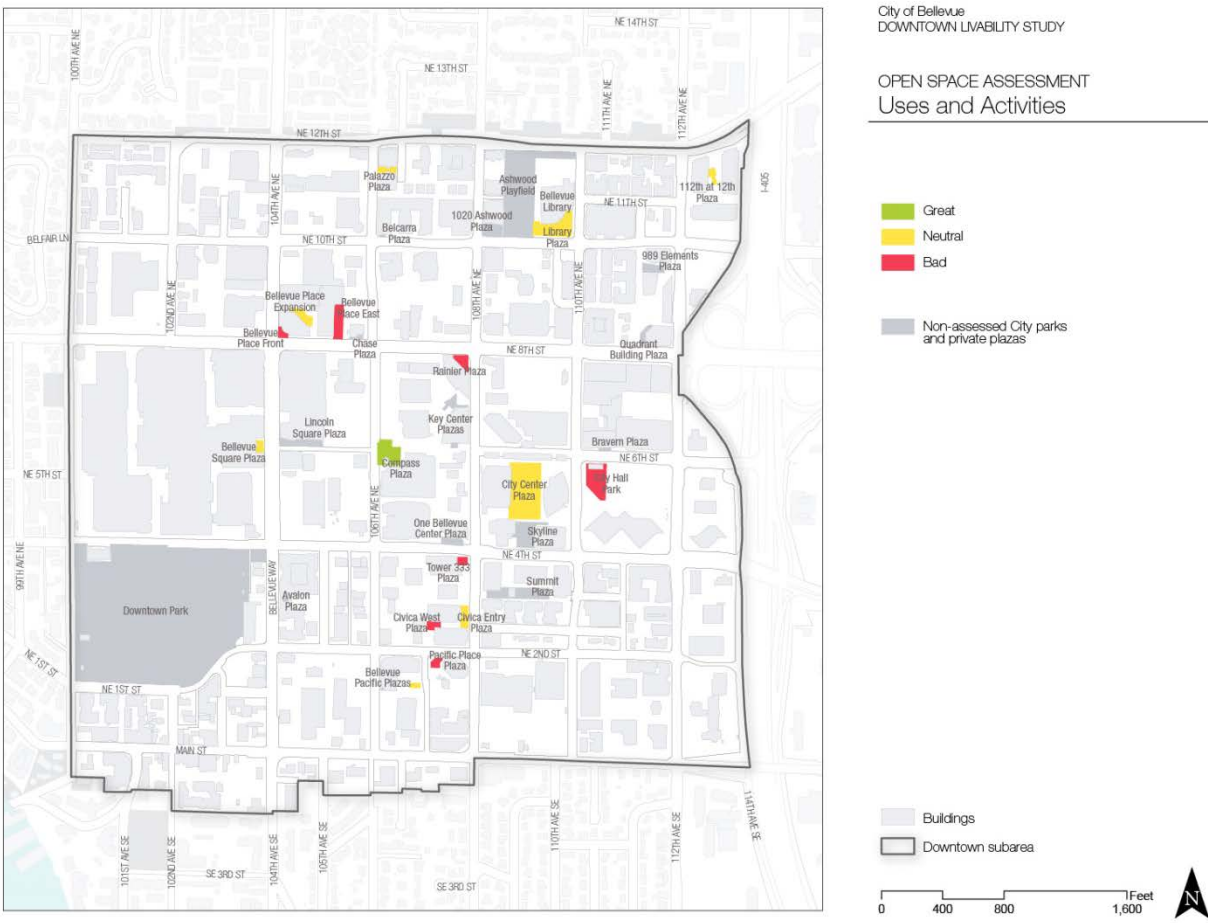
A few plazas scored well for providing adjacent ground floor activity and for uses and activities in the space being easily visible and inviting from the street. The Compass Plaza, pictured below, is the best example of uses, activities, and sociable spaces.

Compass Plaza scored highly in most areas. Notably, ground floors of adjacent buildings supply activity, subtle grade changes separate a variety of different spaces, adjacent buildings are at a comfortable scale, and a variety of seating arrangements are offered.

ROOM FOR IMPROVEMENT

With the exception of Compass Plaza, the Library plaza, and City Center Plaza, the open spaces did not perform well in terms of **uses and activities** or **sociability**. Almost across the board, the plazas demonstrated a lack of variety in activities (scored 2.31) and choices of things to do (scored 2.09). Similarly, many plazas were not busy at times other than the lunch hour (scored 2.09), with little to draw people to the space throughout the day. Seven of the assessed plazas did not adequately

provide places to gather or evidence of people in groups (scored 2.69). With some exceptions, the plazas did not show a mix of ages, sexes, and ethnic groups to reflect the community at large (scored 2.41). Also, in most plazas, people did not appear to be enjoying the space and each other's company (scored 2.38).



The Bellevue Pacific Center plazas are examples of open spaces that do not function for gathering. The tiny space on 106th Ave NE (pictured to the left) is essentially a wide sidewalk with landscaping and does not offer seating. The larger space by the motor court (right) has seating but no adjacent uses to attract people, and no

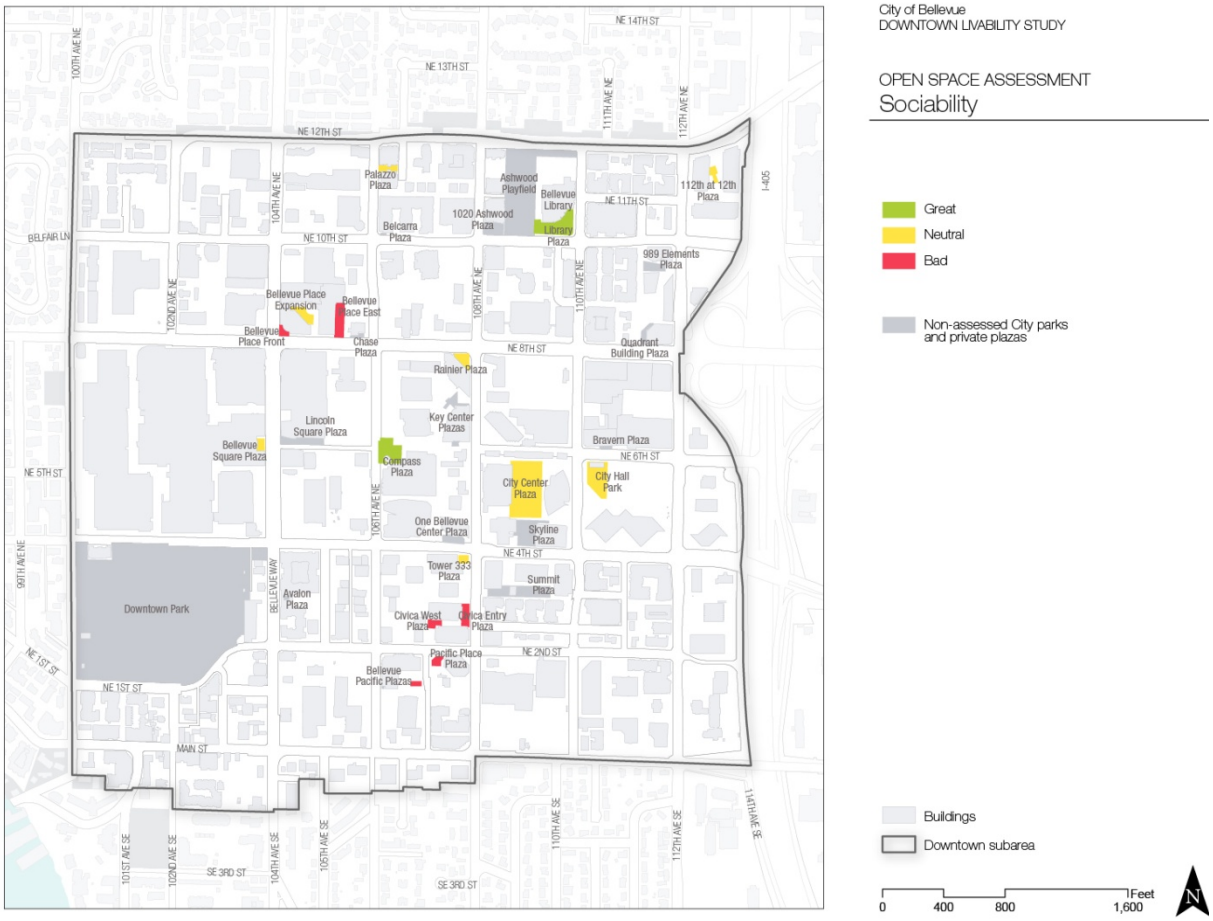
access is provided from the street below. Had they been located closer to active ground floors, they would feel more safe and inviting. Also, a third plaza was located on this site but was removed. Its elimination was allowed because it had enough amenity bonus points from non-plaza amenities.

The Expedia/Tower 333 plaza only has one building entry to provide activity (left). Beautiful landscaping, but a fairly inactive ground floor (right).

Ashwood Park Plaza. On a sunny day, the outdoor dining lining the plaza was active (left), but the interior lacked reasons to sit or use the space despite its clean and attractive appearance (right).

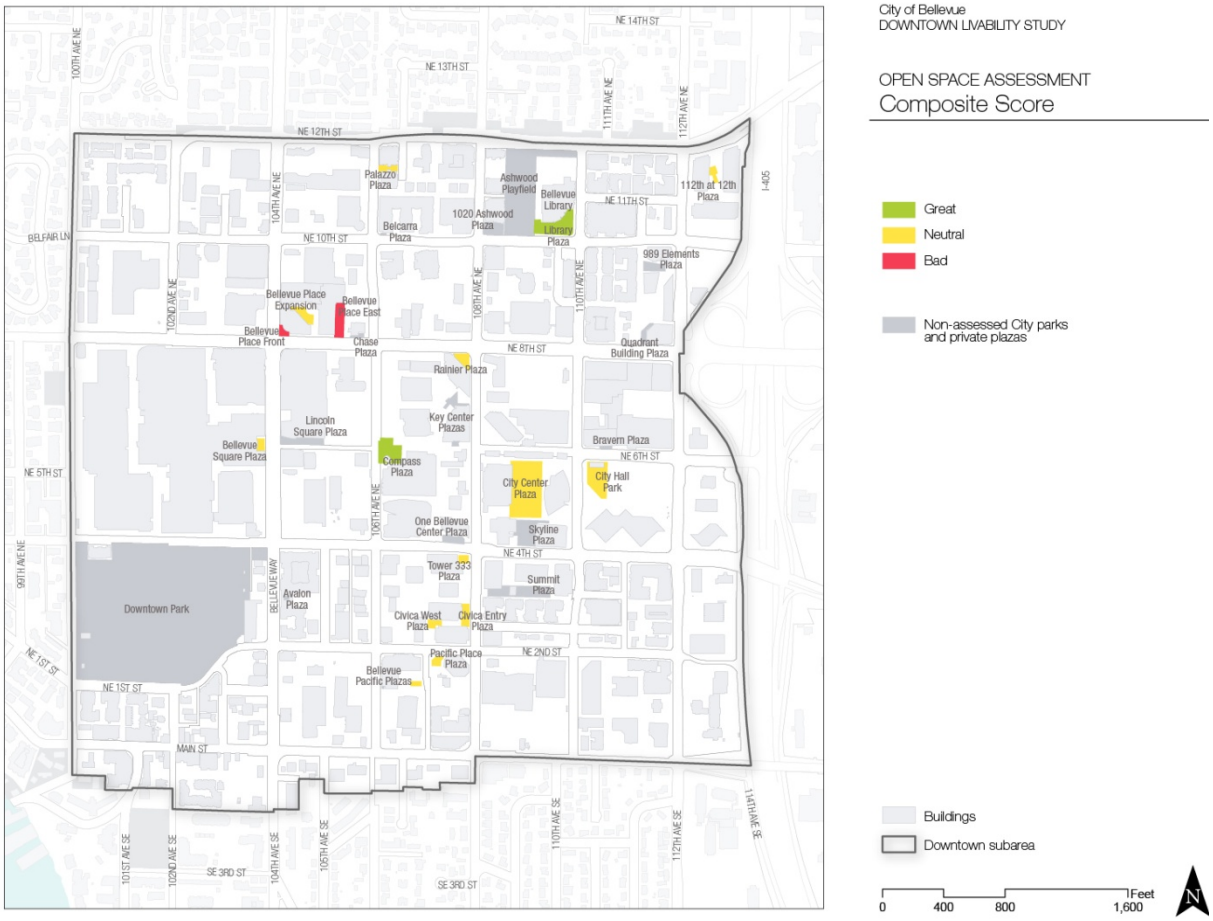
Civica. Again, property owners maintain beautiful grounds, but the massive building scale and lack of activating uses gave the plazas its lower scores.

The plazas showed other activities and sociability weaknesses, as well. Stewardship and volunteerism evidence was split across the plazas (scored 2.44). Some plazas received high ranks, but the City Center, Civica, Bellevue Pacific Center, Expedia/Tower 333, and Bellevue Place Plazas showed little to no evidence of users taking care of the plazas. The Civica rear plaza and Bellevue Place Plazas are examples of plazas lacking active and welcoming ground floors in adjacent buildings (scored 2.81).



Publicly Accessible Spaces Summary

As the map below shows, most plazas were rated as fairly mediocre, with a handful of great (the Compass Plaza and Library Plaza) and bad spaces. The sheer number of plazas implies that providing open space is not an issue. Likewise, the attention given to the image of the plazas suggests that private developers are readily investing in making a good impression with their outdoor space. Landowners keep the area clean, well maintained, and feeling safe presumably to encourage people to return over time. However, making the plazas function for public gathering and a variety of activities is a challenge.



As described above, most of the plazas lack some characteristics of high quality plazas, including:

- A variety of activities and choices of things to do in the plaza (e.g., sit, eat, play a game, read, chat on the phone, meet with friends, sunbathe, exercise),
- Around-the-clock activities (e.g., evening dining and shopping, late-night arts and entertainment, early morning workouts),
- Places that invite gathering (e.g., adequate seating, ample space for group activities, good mix of intimate and open spaces),
- Active and welcoming ground floors in adjacent buildings (e.g., dining, shopping, well-designed residential entries),
- A wide variety of seating types (e.g., benches, seat walls, steps, ledges, chairs, and moveable furniture) and arrangements to accommodate singles and groups (e.g., seating at right angles or inward facing curves to accommodate groups, moveable seating for differently sized groups as well as for choice of view and sunlight, and linear seating or outward facing curves that accommodate singles or people not wishing to be sociable without appear empty when the plaza has few people in it),

- Bicycle accommodation (e.g., clear space for bicycling, bicycle racks, bicycle gutters at stair climbs), and
- Signs or wayfinding techniques to unify the plaza and pedestrian system.

In the future, plaza placement and design should be integral to the site layout and building design rather than giving leftover space to plazas (as appears to be the case in some examples). The above characteristics should be prioritized in the development requirements, incentives, and design review.

5. Focus Group Comments/Themes

The following represents a distillation of the themes from the focus group sessions held in the spring of 2013. Please see the final report for individual comments.

Enhancing the Downtown pedestrian environment

- Wayfinding can help tell Bellevue's story and improve the pedestrian experience – install more kiosks and utilize smart-phone technology.
- Use sidewalks and plazas to enhance the character of the neighborhood. Small plazas, places to sit, green space are needed along sidewalks to add character and interest. Retail, art, street trees and small parks/plazas along sidewalks would entice more people to use these facilities.
- Sidewalk features such as street furniture, lighting and landscaping, weather protection, paving textures, plus rigorous maintenance should support the main function of pedestrian mobility for all ages and abilities.
- Crosswalks are as important to consider as the sidewalk. Major streets such as NE 8th Street Bellevue Way and NE 4th Street merit special attention to pedestrians. Consider additional "all walk" intersections and more responsive signals to reduce wait time.
- Bicycle connections within Downtown and to neighborhoods and regional trails are important to enhance

Improving through-block connections and mid-block crossings

- Be careful and judicious with skybridges – they need to be an integral part of the pedestrian realm and designed and located to improve pedestrian mobility without negatively impacting storefront retail.
- More mid-block crossings and through-block connections are needed – located and designed to connect people to where they want to go and to be an interesting, safe and pleasant experience.

Pedestrian Corridor – serving mobility and creating memorability

- Currently useful as a place to walk, but would be more attractive and memorable if it were lined with shops and restaurants, especially near the Transit Center and the Westin. Also incorporate art, festive lighting, etc. to make it more active and interesting.
- Weather protection along the Corridor and through the Transit Center.
- Additional public investment in this corridor is needed – piecemeal approach is not adequate for this important pedestrian connection.

Pedestrian access to light rail stations

- Connections to light rail stations for both pedestrians and bicyclists are important.

VISION FOR DT-OLB DISTRICT

Key policy issue: How should the vision for the DT-OLB District be updated to better fit with the rest of Downtown and respond to its proximity to the NE 6th light rail station and the Wilburton area?

1. Summary of Code Provisions

In several ways the DT-OLB District is not fully integrated with the rest of Downtown. Situated adjacent to I-405 and separated by 112th Avenue from the rest of Downtown, the area zoning allows lower building heights and less intense development than the rest of Downtown outside the Perimeter District. It also is unique in having front, rear and side yard setbacks, rather than requirements for buildings to be set directly on the sidewalk; and unique in that Building/Sidewalk Design Guidelines do not apply on most street frontages in this district. All of these factors suggest that the area was never fully integrated with the rest of the Downtown rezone. Now that the NE 6th light rail station will be opening adjacent to this area, and the nearby Wilburton commercial area is expected to undergo significant change, the time has come to take a closer look at the future of the DT-OLB District.

Development Standards

Heights and densities in the DT-OLB District are regulated by LUC 20.25A.020. Maximum allowed heights are 75 feet for nonresidential buildings and 90 feet for residential buildings. The maximum allowable floor area ratio (FAR) for both nonresidential and residential development is 3.0.

The DT-OLB District has maximum front, side, and rear yard building setbacks of 20 feet. In addition, the land use code states that for new development, no parking or vehicle lane is permitted between the sidewalk on 112th Avenue NE and the main pedestrian entrance to the building, except that a drop-off lane may be permitted for a hotel or motel entrance. The maximum building setback from 112th Avenue NE is 30 feet, unless a greater setback is approved by the City to permit a drop-off lane. The setbacks in the DT-OLB are different from most of the rest of Downtown, where zero lot line development is permitted.

Maximum allowed floor plates above 40 feet in DT-OLB are 22,000 square feet for nonresidential buildings (with provisions for 30,000 square feet for diminishing floor plates) and 20,000 square feet for residential buildings. For residential buildings, floor plates above 80 feet are limited to 12,000 square feet. Maximum lot coverage for nonresidential buildings is 60% and for residential buildings is 75%. These lot coverage amounts are significantly lower than the rest of Downtown,

where 100% lot coverage is allowed for residential and nonresidential development in all zones except 75% for nonresidential in the DT-Residential zone.

Design Guidance

Downtown-wide criteria: All new development and major remodels within Downtown (and the DT-OLB District) is subject to an overarching set of criteria that applies to site design (parking and circulation, wind and sun, open space, and light and glare) and pattern and context (natural setting and topography, landscaping, views, building bulk and height transitions, patterns of activity, and signage). These ensure all development meet a consistent level of design quality and functionality. See LUC 20.25A.110.

Building/Sidewalk Guidelines: In addition, the Building/Sidewalk Relationship Guidelines apply to a limited number of street frontages within the DT-OLB District (only the south side of NE 12th Street and both sides of NE 6th Street). Unlike all other street frontages within Downtown; the remaining frontages on the east side of 112th Avenue NE within the DT-OLB District are not designated for treatment as part of these guidelines. See LUC 20.25A.115.

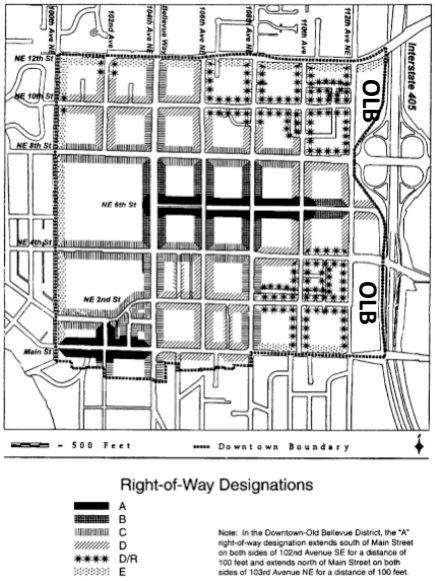


FIGURE 1. Graphic to the right shows right-of-way designations from the Building/Sidewalk Design Guidelines; note frontages on the east side of 112th Avenue do not have a designation.

2. Current Policy Direction

The DT-OLB District lies on the eastern edge of Downtown, between 112th Avenue NE and I-405. It stretches from Main Street to NE 12th Street; a distance of three-quarters of a mile. The district is not designated as its own neighborhood/district in the Comprehensive Plan, but is rather part of three adjoining neighborhoods; Ashwood, Convention/Civic, and East Main. The primary street fronting the DT-OLB area is 112th Avenue NE. It is designated as an “auto bias” street in the Comprehensive Plan.

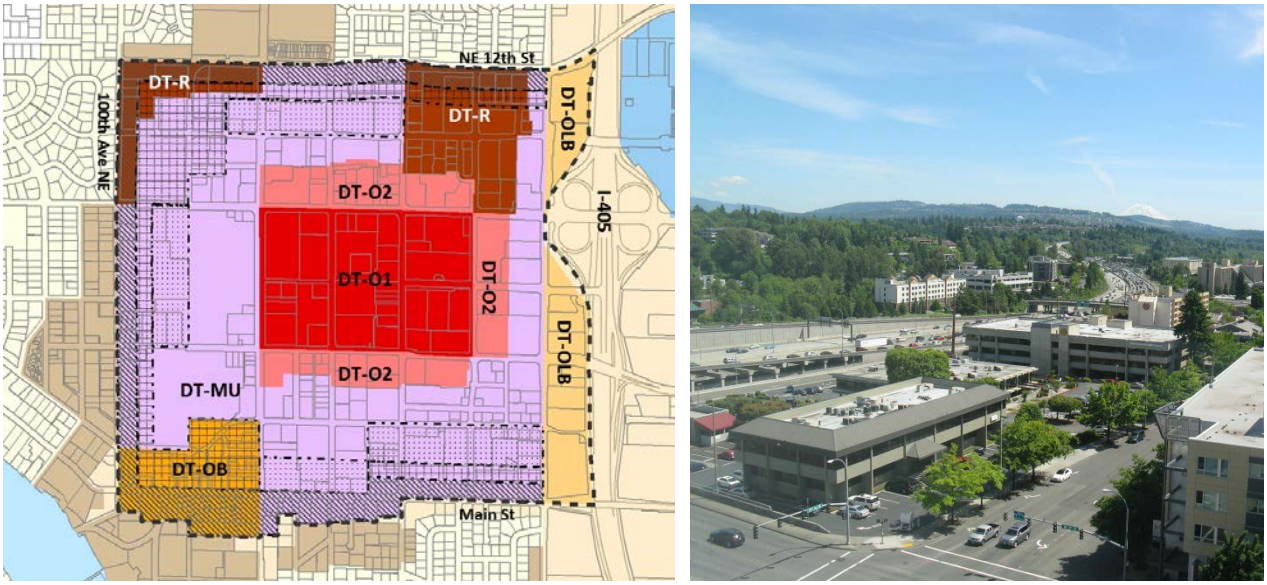


FIGURE 2. The graphic to the left shows the location of the DT-OLB District on the eastern edge of Downtown. The image on the right is looking southeast from NE 4th Street.

FIGURE 3. The graphic to the left shows the Downtown neighborhoods/districts from the Downtown Subarea Plan. The DT-OLB District is part of three larger neighborhoods that bridge 112th Avenue NE. The graphic to the right depicts the Downtown Plan's street hierarchy with 112th Avenue NE shown as an "auto bias" street.

The following is an inventory of relevant policies from the Comprehensive Plan, primarily the Downtown Subarea Plan.

POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

POLICY S-DT-39. Utilize a hierarchy of streets to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized users.

POLICY S-DT-41. Minimize disruption of vehicular flow on auto-bias streets.

POLICY S-DT-48. Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.

POLICY S-DT-49. Enhance the attractiveness of the I-405 right-of-way in accordance with its role as a gateway to the City of Bellevue and the Downtown Subarea.

POLICY S-DT-73. Provide pedestrian and bicycle connectivity across I-405 at NE 10th Street.

POLICY S-DT-86. Discourage use of the eastern portion of this (City Center) District for large scale, stand-alone transit parking. Transit parking may be appropriate if combined with other uses.

POLICY S-DT-126. Aggressively pursue local, state, and federal action to implement improved automobile and high occupancy vehicle (HOV) access to and from the Downtown Subarea from I-405 at NE 6th Street.

POLICY S-DT-140. Improve Downtown circulation and arterial continuity to points beyond Downtown by extending NE 2nd and NE 10th Streets across I-405.

POLICY S-DT-161. Provide safe and convenient pedestrian linkages to adjacent neighborhoods to the north, south and west of Downtown, as well as across I-405 to the east.

POLICY UD-23. Preserve and enhance views of water, mountains, skylines, or other unique landmarks from public places as valuable civic assets.

POLICY UD-48. Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.

3. Implementation to Date

Development Pattern

The DT-OLB District is currently home to approximately 1,870 jobs (about 4.5% of the Downtown total) and has no residential development. For planning purposes, the district can be divided into two distinct areas; the area north of NE 8th Street and the area south of NE 8th. The area to the north has seen wholesale redevelopment occur over the past decade. The 481,383 square foot 112th@12th Building was constructed in 2002. It includes three office buildings with tenants such as major engineering and architecture firms, as well as finance and medical offices. Floor plate sizes for the three buildings range from 24,000 -30,000 square feet. Underground parking was developed as part of this project with access off of 112th Avenue NE and NE 12th Street. The 112th@12th Buildings are six stories tall, centered on a large plaza and auto drop-off area. The overall site is built at a floor area ratio of 2.7 (where 3.0 is the maximum allowable). In 2009, the new NE 10th Street bridge that connects Downtown to I-405 and 116th Avenue NE/Hospital District was completed. The stormwater detention area just south of the bridge was part of this project. More recently, the upgraded NE 12th Street bridge was completed last year.

The area south of NE 8th is comprised primarily of older buildings. Of the 10 buildings located between NE 8th and Main Street, the average year built is 1975, with the oldest buildings constructed in the mid-1960s and the newest buildings constructed in the early 1980s. A mix of office, restaurant, and hotel uses are spread throughout the area, primarily using surface and tuck-under parking. The average FAR for this area is 0.53. The highest density for a single building is 1.16 FAR and the lowest is 0.15. Buildings in this area are generally well maintained and don't appear to have major vacancies at this time.

4. Observations

Character of the DT-OLB District and relationship to Downtown

As is noted above in the "Implementation to Date" section, the DT-OLB District has seen significant redevelopment occur north of NE 8th Street over the past decade, and little redevelopment south of 8th. The City's current Major Projects list does not include any pending/planned projects in this area.

FIGURE 4. The image of the left shows an office building just north of NE 4th Street constructed in 1981 at an FAR of 0.84. The image on the right is the 112th@12th Building which was completed in 2002 at an FAR of 2.7.

FIGURE 5. For planning purposes, the DT-OLB District can be divided into two distinct areas (north of NE 8th Street and south of NE 8th) based on redevelopment and current relationship to the rest of Downtown.

FIGURE 6. Image on the right shows the existing conditions at NE 6th Street looking east towards the DT-OLB District; topography drops off to building entrances. Image on the right looks east at NE 2nd Street towards the Sheraton; building entrances are closer to the grade of 112th in this area.

FIGURE 7. The image on the left shows auto access off of 114th Avenue NE to parcels south of NE 6th Street as how the street functions as part of the Lake Washington Loop for cyclists. The image on the right is the 112th Avenue NE frontage at the 112th@12th Building with the required 20 foot building setback. This segment of 112th Avenue is also part of the Lake Washington Loop.

What's working well?

- The area north of NE 8th Street has seen redevelopment occur in the past decade including the 112th@12th Building as well as new/reconstructed bridges at NE 10th Street and NE 12th Street.
- The buildings south of NE 8th Street include a mix of office, restaurant, and hotel uses, are well maintained, and don't appear to have major vacancies at this time.
- The central plaza at the 112th/12th Building works well for tenants and users of the complex, but is very limited in its reach/attraction to others.
- 114th Avenue NE provides part of the Lake Washington Loop trail for cyclists from Main Street to NE 8th Street using sharrows and a short portion of separated path.
- Currently the primary pedestrian use of 112th Avenue north of 8th is by people using the NE 10th bridge and large buildings such as the 112th@12th Building. The primary users south of 8th are residents who live on the west side of the street and hotel/motel guests accessing the convention center and the rest of Downtown.

Room for improvement

- The development pattern in the DT-OLB District seems more appropriate for a freeway corridor than the city center; most buildings south of 8th seem dated compared with the rest of Downtown.
- The overall character of 112th Avenue NE from a pedestrian's perspective is very suburban in nature. The buildings on the east side of 112th Avenue don't relate well to the newer development on the west side. The buildings are set back from the street (including the 112th@12th Building) and have significant amounts of surface parking on the older sites.
- The character of the area south of NE 8th Street will likely change with redevelopment, but the current regulations that require a building setback and limit lot coverage may perpetuate this suburban character to some extent. Potential to have the Building/Sidewalk Design Guidelines apply to the east side of 112th Avenue.

- Except for the 112th@12th Plaza and the look-out over the stormwater detention area, there a no other public open spaces or amenities that might attract use. There is an opportunity to consider what new amenities might be desirable to have in this area as redevelopment occurs.
- The segment of the Lake Washington Loop trail from NE 8th Street to NE 12th Street does not currently include any type of bicycle facility in either the north or south direction.

Relationship with freeway and Wilburton District

FIGURE 8. View looking north along I-405 showing crossings from Downtown and the DT-OLB District to Wilburton and the Hospital District.

FIGURE 9. NE 6th HOV ramps to the right provide direct access to I-405. NE 10th Street bridge connects to the Hospital District and SR 520.

FIGURE 10. Image on left shows NE 8th entrance into Downtown. Currently no buildings are visible in the DT-OLB District from this vantage point. Image on right shows 112th@12th building from I-405, looking towards Downtown.

What's working well?

- There are a number of direct connections from the DT-OLB District to the Hospital District (NE 12th, NE 10th) and Wilburton (Main Street, NE 4th, NE 8th). These provide convenient auto access, some transit access, and varying levels of bicycle and pedestrian access.
- The DT-OLB District functions well as a front door (particularly south of NE 10th Street) in that there is quite a bit of visual permeability (not a lot of obstructions).

Room for improvement

- A number of the crossings of I-405 are not pedestrian or bicycle friendly (especially NE 8th, NE 4th, and Main Street).
- Some of the newer buildings, such as 112th@12th, have created a wall from the freeway to Downtown. There may be an opportunity to provide more east-west permeability through orientation of buildings.
- Need to not only think about buildings as viewed from 112th Avenue but also from the freeway and Wilburton District.
- The planned NE 6th extension to Wilburton and accompanying pedestrian/bicycle bridge will heighten connectivity significantly.

New Opportunities

FIGURE 11. View from above I-405 at NE 6th looking southwest towards the DT-OLB District and Downtown Bellevue; highlighted are the future light rail station entrances at for the NE 6th Street and East Main Stations.

- The proximity of the DT-OLB District to the East Main and NE 6th Street light rail stations provides an opportunity to update the vision with transit-oriented development and pedestrian access as key considerations.
- There may be an opportunity to allow taller and possibly higher density buildings in this area. In many cities, the zones adjacent to highways (e.g.: the OLB zone) are among the densest downtown sub-districts. This can encourage density where land may be less desirable for residential and smaller scale development, provides branding opportunities for building tenants, and acts as a barrier to highway noise.
- The area just across the freeway from the DT-OLB District is designated as a "special opportunity area." While this special opportunity may be realized in a number of different ways, it will be important for the DT-OLB to have connections to this area, and vice versa.
- Because the topography drops away from Downtown towards I-405 (especially south of NE 8th), the DT-OLB District may be an area where larger floor plates could be appropriate, particularly at lower heights and provided that views into the Downtown are maintained.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to the Vision for the DT-OLB District from the focus group sessions held in March 2013. Please see the final report for individual comments.

Vision for the OLB District

- Many structures in the OLB District are nearing the end of their useful life; vision and zoning provisions warrant wholesale change.
- Opportunity to add more height and density, but still need to think about open space/plazas and amenities.
- Allow slender towers in this area; create permeability from I-405 (i.e. don't create a wall).
- Good location to allow design flexibility and integrate green building techniques such as green roofs and green walls.
- Probably more appropriate for office and hotel uses; tougher for residential uses.

Proximity to light rail stations

- Renewed vision for OLB District should embrace the close proximity of the area to the Downtown and East Main light rail stations; great opportunities for transit-oriented development.
- Provide density bonuses geared towards amenities for people who use the transit to come to Downtown.
- Are there opportunities for parking, kiss and ride, or drop-off facilities?

Relationship to the rest of Downtown

- OLB District is the "gateway" to Downtown; need to balance redevelopment of the area with views of the Downtown skyline from I-405 and Wilburton.
- One of the first places that convention attendees and Downtown visitors see.
- Area is not pedestrian friendly and lacks east-west connectivity with the rest of Downtown; design elements on 112th Ave NE could be enhanced for both bicycles and pedestrians.
- May be appropriate to extend Downtown MU zoning east to the OLB District.
- The aesthetics of the freeway clover leaf areas could be improved.

Relationship with freeway and Wilburton District

- Vision for the OLB District should relate to the Wilburton District.
- Additional development should be allowed on both sides of the freeway.

- The east-west connections across I-405 are very important, especially NE 6th Street extension and associated pedestrian and bicycle facility (with connection to BNSF trail).
- Are there opportunities for lidding part of I-405?

Specific regulations that have inhibited development

- A number of people felt larger floor plates and allowed height are needed to support redevelopment in the OLB District.
- Any density increases need to be significant enough for economics to work.

Downtown Livability

LIGHT RAIL INTERFACE / STATION AREA PLANNING

Key policy issue: How can the City best capitalize on the East Link light rail investment in Downtown?

1. Background

In 2007-2008, the City undertook an effort that culminated in the Light Rail Best Practices Report. In the report, the importance of station area planning was highlighted, with policy direction subsequently adopted into the City's Comprehensive Plan. Now that the location of all six of Bellevue's light rail stations have landed, the City is beginning to initiate some station area planning efforts in 2013, with others to follow in 2014 and 2015.

The station area planning for the Downtown station area will be incorporated into the Downtown Livability Initiative and the Downtown Transportation Plan Update processes currently underway. The primary objectives of all station area plans are to:

1. Engage the community in a planning process that establishes a clear vision and community goals for each station area.
2. Identify and prioritize City-funded capital investments that enhance the community and help to integrate the station with the surrounding area.
3. Optimize access to the station by pedestrians, bicyclists and transit patrons.
4. Support the land use vision in Bellevue's Comprehensive Plan for each neighborhood adjacent to light rail and encourage appropriate redevelopment where consistent with the City's land use vision.

Station area planning is a new concept for Bellevue. There is nothing specifically listed in the current Downtown Code relating to the light rail interface. There are a number of code implications that will be addressed in other modules that are part of the Downtown Livability scope, such as the intensity of buildings and standards/guidelines for sidewalks in the vicinity of the station. Through this effort, there may also be investments identified (non-code related) to be included in the Downtown Transportation Plan project list.

For Downtown, the station area planning will help establish a collective vision for the station area, ensure a compatible fit of light rail within Downtown, capture the value of transit, optimize Downtown

and community connectivity to the station, and provide meaningful community involvement. Station area planning is distinct from issues that pertain to design, construction and mitigation of the light rail facilities themselves (e.g. stations, light rail guideway and related Sound Transit facilities). These are addressed through the City's design and mitigation permitting process, which is separate from station area planning.

2. Current Policy Direction

The following is an inventory of relevant Comprehensive Plan policy direction regarding Light Rail Interface and Station Area Planning:

POLICY S-DT-85. Allow uses and development intensity that is supportive of transit and day/night activity.

POLICY S-DT-136. Encourage convenient and frequent transit services and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian.

POLICY S-DT-158. Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6th Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate.

POLICY TR-4. Ensure that Downtown Bellevue, the major Urban Center of the Eastside, includes the following:

1. Intensity/density of land uses sufficient to support high capacity transit;
2. Mixed uses for both day and night activities;
3. Pedestrian emphasis; and
4. Alternatives to single-occupant vehicles.

POLICY TR-8. Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:

1. Orient the major building entries to the street and closer to transit stops;
2. Avoid constructing large surface parking areas between the building frontage and the street;
3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops;
4. Cluster major buildings within developments to improve pedestrian and transit access;
5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces;
7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities;

8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;
9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
10. Encourage the availability of restrooms for public use.

POLICY TR-14. Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:

1. Preferential parking for carpools and vanpools;
2. Special loading and unloading facilities for carpools and vanpools;
3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and
4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities.

POLICY TR-70. Promote transit use and achieve land use objectives through transit system planning that includes consideration of:

1. Land uses that support transit, including mixed use and night-time activities;
2. Transit-oriented development opportunities with the private and public sectors;
3. A safe and accessible pedestrian environment, with restrictions on auto access;
4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
5. Provisions for bicycles on transit vehicles; and
6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; and
7. Urban design and community character that support and facilitate transit use; and
8. Protecting nearby neighborhoods from undesirable impacts.

POLICY TR-75.2. Use the Light Rail Best Practices Report, including City expectations of Sound Transit, to guide City actions and advocacy in pursuit of the best community outcomes for developing and operating light rail transit in Bellevue.

POLICY UD-49. Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities.

POLICY UD-47. Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods.

POLICY UD-48. Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.

3. Observations

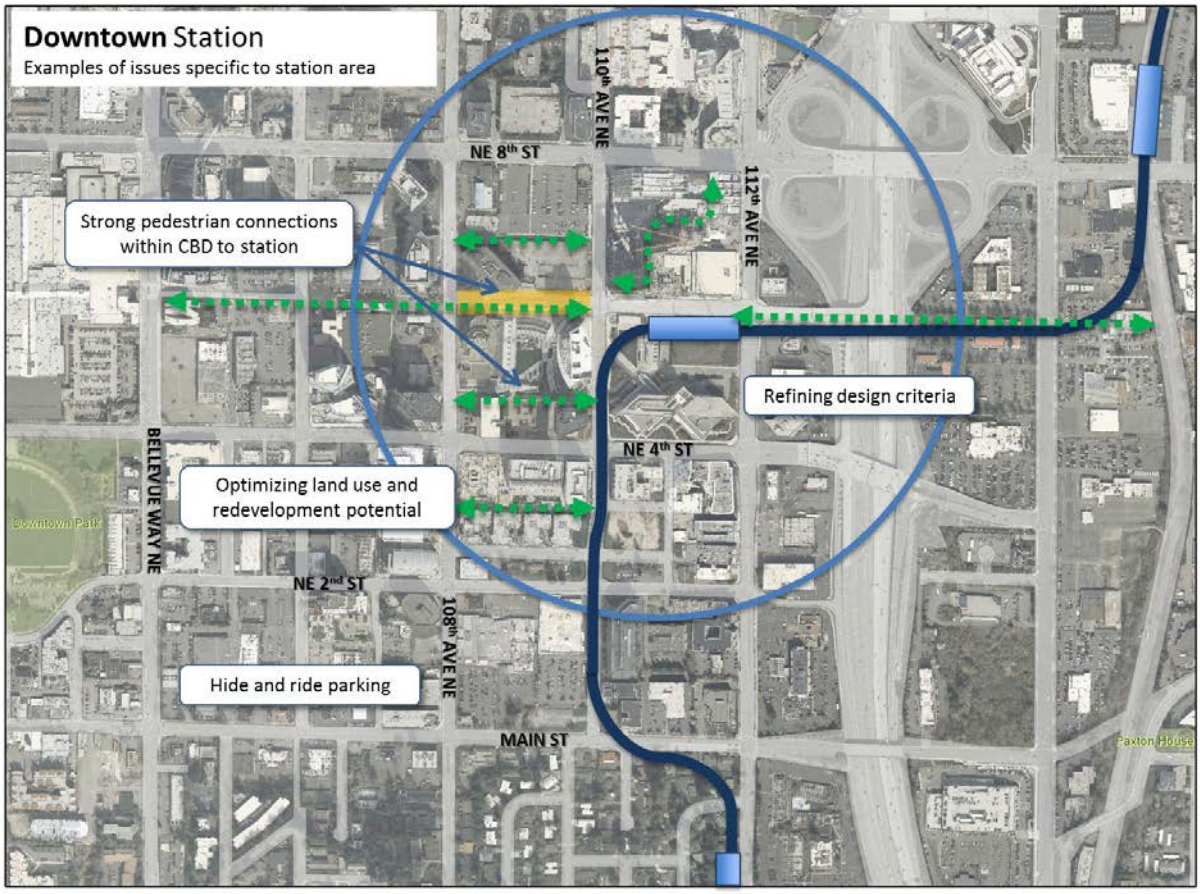


FIGURE 1 The map above shows the NE 6th Street Downtown Station with a ¼-mile "as the crow flies" radius. Also shown are some examples of issues to be addressed through station area planning; additional examples below.

General Scope Elements with Observations

Desired character of station area

- The NE 6th Station is located in the Civic/Convention District. The station will bring significant changes to the entire corner of NE 6th/110th and adjacent streetscapes.
- The character of streets such as 110th Avenue NE should reflect their proximity to the light rail station.

Pedestrian, bicycle, and transit linkages

- Crosswalks and intersections leading to the light rail stations for both pedestrians and bicyclists are important; safety should be a key issue.

- Downtown Station has two points of access; one at NE 6th/110th and the other at NE 6th/112th. While the 112th Ave access will be secondary, it will still require pedestrian and bicycle access improvements.
- Bike access to the Bellevue Transit Center and future light rail stations is not convenient, therefore discouraging use of the facilities.
- The Pedestrian Corridor will become more important as the eastern end will be anchored by the light rail station.
- Weather protection along sidewalks and intersections is intermittent and lack of it discourages pedestrians; additional weather protection will promote walking to transit.
- Through-block connections will provide convenient pathways to the Bellevue Transit Center and future light rail stations.

Transit-oriented development

- Downtown already has provisions for land use supportive densities in place in most areas (see DT-OLB bullet).
- While the primary Downtown station is located at NE 6th Street, a portion of the East Main station area has implications for the southeast portion of Downtown.
- The DT-OLB District is adjacent to the two station areas, and may be appropriate for additional transit-oriented development opportunities.
- There may be transit-supportive land uses directly adjacent to the Downtown light rail station.

Traffic and parking management

- Casual drop-off of riders frequently occurs in-lane on 110th with no apparent disruption of traffic flow.
- There may be implications for future parking demand in and around the station area.
- “Hide & ride” parking is a potential issue.

Coordination with East Link/Sound Transit

- Opportunity for use of remnant parcels and redevelopment of staging areas.
- Wayfinding is an important component of the light rail investment (coordination to occur between City and Sound Transit on design and placement).
- While design coordination and review of Sound Transit facilities will occur through the City’s permit process, it will be important to consider the implications of these facilities on surrounding areas of the Downtown.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to Light Rail Interface and Station Area Planning from the focus group sessions held in March 2013. Please see the final report for individual comments.

Pedestrian access to light rail stations

- Connections to light rail stations for both pedestrians and bicyclists are important.

Proximity to light rail stations

- Renewed vision for OLB District should embrace the close proximity of the area to the Downtown and East Main light rail stations; great opportunities for transit-oriented development.
- Provide density bonuses geared towards amenities for people who use the transit to come to Downtown.
- Are there opportunities for parking, kiss and ride, or drop-off facilities?

DOWNTOWN PARKING

Key policy issue: Should Downtown parking standards be modified to meet the evolving needs of the city center?

1. Summary of Code Provisions

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.

Off-Street Parking (LUC. 20.25A.050)

Long Term Parking. Parking required for longer than three hours such as office, manufacturing/assembly, high-tech/light industry, financial institutions and assigned to a particular use.

Commercial Use Parking. Means the provision of parking to the public for a fee. Only existing parking that is unused – either a vacant building or parking lot, or parking that exceeds the minimum required for a specific use may be operated as commercial parking. There is no time limit on this parking and it is not required to be assigned to specific uses.

Short-Term Parking. Means pay, validated or designated parking available to the general public for three hours or less; this is ideal for uses such as restaurant, retail, entertainment/recreation, and personal services. This parking is not required to be associated with a specific use or may be used to meet the minimum parking for retail. Short-term parking may be a stand-alone structure or lot.

Residential/Hospital. These uses include apartments, condominiums, senior housing, and hospital facilities.

Unspecified Uses. Parking requirements for some uses such as hotels and churches are not specified. Planning and technical studies and practices from other jurisdictions are considered to establish a needed parking supply number.

Bicycle/Motorcycle Parking. No provisions exist.

ADA Parking. The Land Use Code identifies the overall number of parking stalls required. The International Building Code regulates how many of those stalls must meet ADA standards.

Parking Dimensions

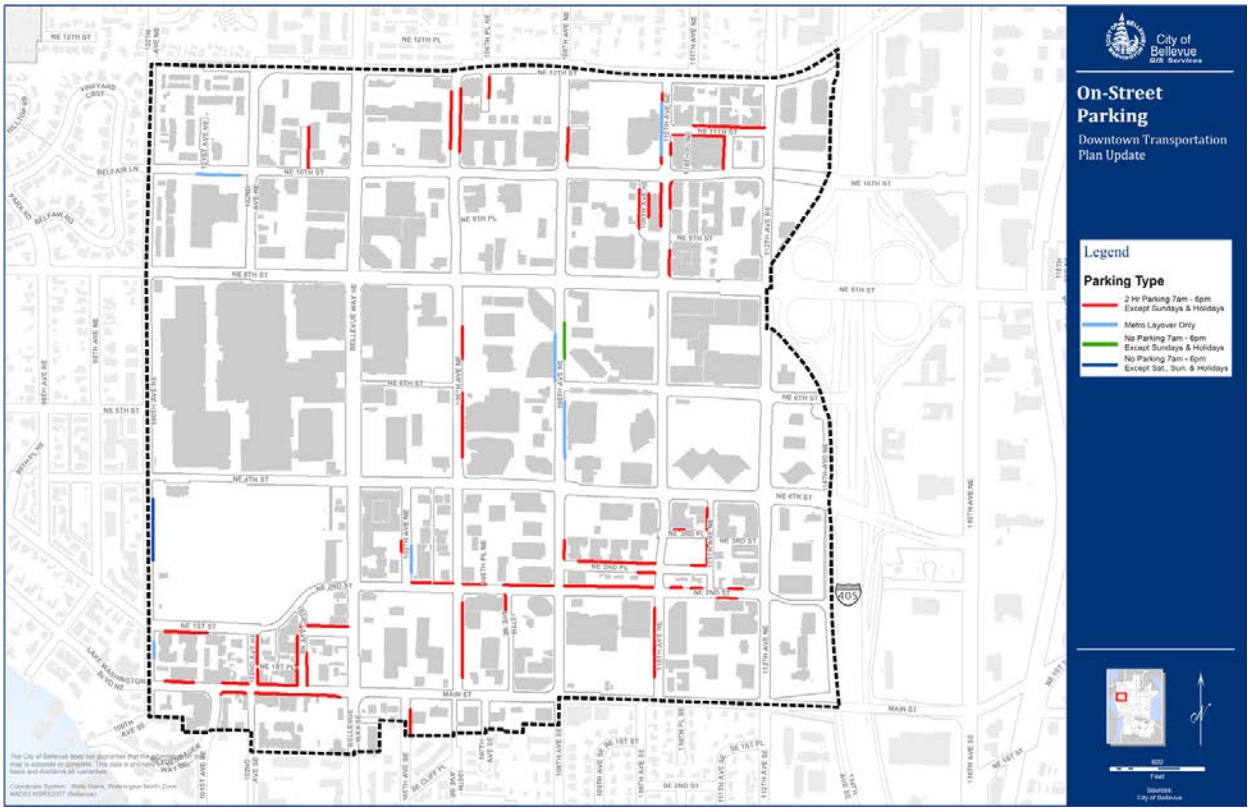
Dimensions are specified for compact and standard stalls as well as the overall parking bay widths. Up to 65% of a parking supply may be compact size. Compact stalls up to 7'-6" wide. Standards stalls may be between 8'-4" and 9'-4" wide depending on the angle.

Reducing and Exceeding Parking

Mixed use developments, either stand-alone buildings with multiple uses or a complex of buildings or adjoining separate properties may reduce the overall parking supply by up to 20% of the total number if it can demonstrate that shared use makes the reduced parking adequate and convenient. A parking study is typically required to determine if the reduction is appropriate.

If it can be established that more than the maximum parking allowed is needed for use other than office, additional parking may be permitted.

On-Street Parking



The authority for the City to regulate the use of streets for parking is established by Bellevue City Code; Chapter 11.23 Parking:

11.23.010 Parking restricted – Specified streets – Residential permit parking zones.

The City Council may by ordinance establish parking restrictions, including but not limited to no parking anytime, time of day restrictions, and time limits on all or portions of specified streets.

By a series of Ordinances, the City Council has created a number of spaces for on-street parking within Downtown. Specific restrictions are established for the use of curbside space for parking, including:

- No parking anytime
- No parking anytime except Metro transit vehicles
- No parking 7 a.m. to 6 p.m., except Sundays and Holidays
- 2 Hour parking 7 a.m. to 6 p.m., except Sundays and Holidays
- 2 Hour parking 7 a.m. to 6 p.m., except Saturdays, Sundays and Holidays

2. Current Policy Direction

The Downtown Transportation Plan Update is preparing a recommendation for on-street parking, and will "hand off" a study on off-street parking. The inventory of relevant policies related to both types of parking in Downtown Bellevue is as follows:

Transportation Element

POLICY TR-4. Ensure that downtown Bellevue, the major Urban Center of the Eastside, includes the following:

1. Intensity/density of land uses sufficient to support high capacity transit;
2. Mixed uses for both day and night activities;
3. Pedestrian emphasis; and
4. Alternatives to single-occupant vehicles.

POLICY TR-11. Work with other jurisdictions in King County to establish and implement compatible programs to limit the supply of commuter parking for single occupant vehicles. Consistent with the Countywide Planning Policies, introduce parking pricing techniques to discourage the use of single-occupant vehicles, such as:

1. Establish methods to charge for parking single-occupant vehicles;
2. Impose a parking tax, through state enabling legislation; and
3. Provide tax incentives and other credits to employers that eliminate employee parking subsidies.

POLICY TR-14. Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:

1. Preferential parking for carpools and vanpools;
2. Special loading and unloading facilities for carpools and vanpools;
3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and
4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities

POLICY TR-16. Encourage private developers of adjacent or nearby properties to execute agreements to provide joint use and funding of shared parking facilities, with provision for pedestrian linkages.

POLICY TR-75.18. Protect residential neighborhoods adjacent to light rail facilities from spillover impacts, including parking and cut through traffic, resulting from system construction and/or operation, with techniques such as residential parking zone programs, parking patrols, and traffic calming measures. Monitor the outcomes of these efforts and make adjustments as needed to ensure continued effectiveness.

Downtown Subarea Plan

Northwest Village

POLICY S-DT-61. Examine additional opportunities for on-street parking in the district.

POLICY S-DT-62. Explore opportunities for shared parking, or a park-once district concept for short term parking.

Ashwood

POLICY S-DT-71. Examine additional opportunities for on-street parking in the district.

Eastside Center District

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.

Old Bellevue

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.

General

POLICY S-DT-149. Establish parking requirements specific to the range of uses intended for the Downtown Subarea.

POLICY S-DT-150. Develop Downtown parking facilities and systems that are coordinated with a public transportation system and an improved vehicular circulation system.

POLICY S-DT-151. Encourage the joint use of parking and permit the limitation of parking supply.

POLICY S-DT-152. Evaluate the parking requirements in the Land Use Code and regularly monitor the transportation management program, employee population, parking utilization, parking costs paid by commuters and the percentage of those who directly pay for parking. If monitoring indicates that the use of transit and carpool is not approaching the forecast level assumed for this Plan, revise existing parking and transportation management requirements as needed to achieve forecast mode split targets found in the Transportation Element of the Comprehensive Plan.

POLICY S-DT-153. Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.

POLICY S-DT-154. Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.

POLICY S-DT-155. Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.

POLICY S-DT-156. Investigate allowing Downtown developers to pay a fee into a "pool" in lieu of providing parking on-site. Pooled funds would be used to provide short-term public parking where it is in shortest supply. Land Use Code amendments would be required to provide for the collection and administration of a fee in lieu of parking program.

POLICY S-DT-158. Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6th Street pedestrian corridor, and on 106th Avenue NE where on-street parking and/ or wider sidewalks may be appropriate.

3. Implementation to Date

Off-Street Parking

As of 2010, 42,274 off-street parking stalls exist in Downtown Bellevue. Each use or development is reviewed to ensure that at least the minimum amount of parking required is available. On street parking is not counted as part of any parking required to be supplied by a particular use.

- Development built prior to 1981 often provides a parking supply higher than is currently allowed by the Land Use Code. This is "legal non-conforming" and may continue to be used as-is.
- Since 1981 parking has been provided within the ranges identified in the Land Use Code except for Bellevue Square – which provides a higher ratio as allowed by Code to meet the parking demand.
- Use of compact stalls is often maximized.

- Bicycle parking spaces and related shower/locker facilities are installed by some developers/office building management but this is not documented.

On-Street Parking

- 1996 ordinance and subsequent ordinances established legal on-street parking spaces and the means of enforcement
- 300 parking spaces Downtown – mostly parallel parking (parking stalls are not striped) but some angle parking (angle parking stalls are striped)
- On-Street Parking Program, managed by Transportation Department and funded through the Budget One process
- On-Street Parking enforcement – 3rd party service, budget line item, approximately $94,000 per year to enforce
- Approximately 550 warnings and citations are issued per month. Parking citation revenue is not segregated – lumped with other citation revenue, so an amount of revenue from parking enforcement cannot be determined.
- Since 2005 the Bicycle Parking Program has installed over 100 public sidewalk bicycle parking racks.
- Some private developers have installed sidewalk bicycle parking racks but the number is not documented.

4. Observations

The following observations are primarily a compilation of comments and analysis from the Downtown Transportation Plan Update and the ongoing Downtown Livability Initiative.

Evolving parking demand

- **New office development in the Downtown is generally required to provide more parking compared to alternative business locations and/or peer cities (South Lake Union, Lloyd Center, Portland, San Jose, CA, San Diego, CA, and Arlington VA.) Bellevue has a relatively high minimum parking requirement.** Looking into the future, downtown Bellevue's relatively high minimum parking code requirements may be less development-friendly than peer cities considered, particularly for developers that would prefer to build fewer stalls or assume a more "market-based" and/or tailored approach to determining parking need or demand.
- Office parking rates are surveyed annually by TransManage (a BDA service) as a requirement of the Commute Trip Reduction Act. Retail and residential parking is not.

Parking requirements in new development

- Old Bellevue parking requirements allow for businesses of less than 1,500 square feet to provide no parking. The original intent of this was to accommodate continued older buildings that could not meet the Code requirements for parking and still be actively used. It was also intended to promote walking. Code language is not clear that this does not apply to new construction therefore new development may provide a somewhat limited or no commercial parking supply. The burden on the limited on-street parking supply grows.
- The parking ratio for restaurants is very high. Example: 10/1000 nsf min/ 20/1000 nsf max including kitchen in the DT-MU district. Existing tenant spaces are often not able to be used as restaurants because this parking supply cannot be met.
- In residential/mixed-use buildings the parking supply is often not managed or laid out so that visitors are provided for.
- **Bellevue has adopted downtown growth goals targeting significant reductions in drive-alone commute trips but maintains minimum and maximum parking standards that will hinder that outcome.** Bellevue's strictest office parking standards, those in the O1/O2 zones of downtown, are 2.0 and 2.7 stalls per 1,000 net square feet (nsf), respectively. At a typical rate of four employees per 1,000 nsf, these standards provide parking capacity for drive-alone commute trip rates of 50% for the minimum and 67.5% for the maximum. The maximum standard, in particular, conflicts with both the current Comprehensive Plan target of a 60% drive-alone rate for commute trips, and the Downtown Subarea Plan 2020 goal and 2030 forecast of no more than 51% of commute trips by drive-alone mode. Since the resulting parking supply has historically leaned toward the maximum standard, downtown office parking standards overall are not consistent with the city's drive-alone commute trip rate goals.
- **The maximum ratio of office parking in the code appears to be close to that which developers generally plan and build.** Since 2001, built and proposed large-scale office development projects have allocated 2.48 stalls/1,000 nsf, as compared to a maximum ratio of 2.7 stalls/1,000 nsf in the O1/O2 zone (in which eight of the nine projects are located); and 3.0/1,000 nsf in the R/MU/OB/OLB zones (in which the ninth project is located). Only two projects have supplied parking at or near the minimum standard.
- **The amount of office parking appears to affect drive-alone commuting behavior.** Developers have built actual on-the-ground office parking to a ratio of .678 stalls per worker; and the city's 2011 Mode Share Survey indicates that 65% of downtown commute trips are by drive-alone mode. These percentages are similar to one another, implying that the actual drive-alone rate is driven by the parking supply available. The effect of parking supply in inducing drive-alone commuting is further suggested by: (1) the logical propensity of property managers to fill up their parking, based on economic drivers to maximize revenue from the supply that exists; (2) anecdotal but credible reports—as well as recent qualitative focus group research—indicating that downtown office parking tends to reach capacity when buildings are fully leased; and (3) evidence of subsidization of commuter parking costs, bringing these costs lower than in peer cities, as a mechanism to fill the parking that has been made available by sunk costs of construction. The fact that commuter parking is underpriced compared to peer cities carries the economic implication that it is oversupplied.

This condition—oversupply and resulting subsidization—has negative cost implications for employers and developers, and undermines the city's mode share goals.

Parking in the context of economic vitality and competitiveness

- **The posted market rate for monthly office parking significantly overstates the actual market cost that many tenants and users actually pay.** Indications are that the monthly rates that employers and/or their employees pay property managers for parking are significantly lower than posted monthly rates. Evidence also points to heavy subsidization of commuter parking costs by employers in downtown Bellevue. This employer cost burden, expressed as an additional cost per net square foot, is significantly higher than in peer cities. This practice distorts the true cost of drive-alone trips by the end user and makes driving seem like a relatively cheap option.
- **The future economic burden to developers of building to the city's existing standards would be significant, compared to what it would be if the city were to align the standard to anticipated downtown mode share goals.** Looking into the future through 2030, the additional cost of building commuter parking to the current standard, compared to a standard synced to the Downtown Subarea Plan 2020 goal/2030 forecast of 51% of commute trips as drive-alone, totals approximately $102 million for the amount of office development needed to serve projected growth. Furthermore, based on the consultant's analysis, this cost to build parking is unlikely to be recouped from parking revenue generated.

The role of on-street parking within Downtown

- On-street parking spaces are popular and heavily used.
- They are an asset to adjacent businesses and make a space more attractive to potential tenants.
- Analysis of the on-street parking supply and opportunities to grow it are included in the Downtown Transportation Plan Update.
- Opportunities for commercial parking and short-term parking are rarely used due to the complexity of the Code and the improvements required.

The City's role in managing parking supply

- The City does not have a significant role in managing the off-street parking supply. Once a required parking supply is in place it is managed by each private development and in some cases through the Bellevue Downtown Association. The City investigates parking issues on a complaint basis and will work with property managers and businesses to resolve them.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to Downtown Parking from the focus group sessions held in March 2013. Please see the final report for individual comments.

Evolving parking demand

- As development occurs, the demand for parking for all purposes increases – short-term, long-term (commuter) retail, visitors – but demand may not be increasing as fast in relationship to the pace of development due to the availability of transit, the mix of land uses, and the propensity of the newer Downtown demographic to own a car and to drive.
- Supply of public parking in some neighborhoods – Ashwood, Old Bellevue for example – is inadequate to meet the demand.
- Bicycle parking, flex car/zip car, car to go, electric charging stations all need to be part of the parking mix.
- Abundant, free parking is expected – the notion of charging for parking creates a "friction" for the user.
- Availability of transit can reduce the demand for commuter and short-term parking. Consider requiring less parking and/or charge more for it in close proximity to transit service.

Parking requirements in new development

- Private development should independently provide for the parking supply to support business.
- The "market" should determine the quantity of parking provided in new development, particularly residential as the amount of parking plays a role in housing affordability. There should be no parking requirements – either minimum or maximum.

Parking in the context of economic vitality and competitiveness

- Land uses and parking demand change over time and a flexible parking supply can support the evolving needs of the Downtown economy.
- If there is a perception that parking supply is scarce, people will go elsewhere to do business.
- Parking comes at a high cost, considering many factors including the cost to build and maintain the parking spaces, the roads needed to move vehicles, the pollution generated by those vehicles, the gas needed to fuel the vehicles, the adverse public health effects of not walking, etc.

Integrate loading and other service needs

- To have all loading and building servicing occur on-site uses a lot of space that could be better focuses on providing pedestrian amenities. Yet these uses are essential to the function of the building, and sometimes the loading function occurs in the street.

- Passenger pick-up/drop-off locations are needed near office and residential towers.

The role of on-street parking within Downtown

- On-street parking in Downtown Bellevue is a poor idea as it can reduce the roadway vehicle capacity.
- More on-street parking is needed. Use off-peak hours when vehicle demand is lower to use the curbside space for on-street parking.
- Charge for on-street parking and use the revenue for enforcement and community enhancements. Utilize smart-pay technology.
- On-street parking can support small retail, makes spaces easier to lease, and provides a better pedestrian environment.

The City's role in developing and managing parking supply

- Build a public parking garage(s) in perimeter areas, including the Metro site next to City Hall and potential sites near Old Bellevue.
- Parking garages – whether public or private - should meet strict design guidelines and "green" standards, and provide active retail uses at ground level. Perhaps parking could be located under park space. A parking garage can support a walkable retain environment.
- Promote shared use of parking supply and utilize a parking management system to inform drivers of the location and availability of parking.
- Bellevue should develop a comprehensive Downtown parking strategy, including the concept of "park once".

Downtown Livability

MECHANICAL EQUIPMENT SCREENING

Key policy issue: How should design guidelines and corresponding Code provisions take into account the changed residential environment in Downtown and revised requirements of new technologies?

1. Summary of Code Provisions

Screening requirements apply to all new development and construction or placement of new mechanical equipment on existing building. Mechanical equipment should be installed so as not to detract from the appearance of the building or development.

The Land Use Code requires that all mechanical equipment be consolidated on rooftops and screened by a solid, nonreflective visual barrier that equals or exceeds the height of the mechanical equipment. The screening may be provided by architectural features such as parapets or mechanical penthouses, walls or solid fencing, vegetation, and or natural topography.

Screening may be required from above when the building has an exposed roof. Any equipment placed on the roof should be painted to match the background upon which it is placed.

The maximum allowed height for a building may be increased by up to 15%, or 15 feet whichever is greater, to accommodate architecturally integrated mechanical equipment, and other features of architectural interest (LUC 20.25A.020.B.4.a).

Mechanical equipment which is located at grade is required to be screened from all sides and shall not interfere with the pedestrian environment.

2. Current Policy Direction

The following policy from the Comprehensive Plan Urban Design Element addresses mechanical screening:

POLICY UD-8. Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances such as satellite dishes, on building design.

3. Implementation to Date

Mechanical equipment screening requirements were added to the Land Use Code in 1983. Many of the older buildings that were built prior to the initiation of code requirements have no screening for multiple units scattered over rooftops. Newer buildings have provided screening for mechanical equipment and exhaust pipes. The screening has been integrated into the architecture of the building to create a transition between the building and mechanical screening.

4. Observations

What's working well?

- Newer commercial and large residential buildings in the downtown have successfully integrated mechanical penthouses into the architecture of their buildings. The mechanical penthouse reads as an extension of the building. Lower height residential buildings have gone to great lengths to conceal their mechanical units behind screens, both material and landscaping. Projects are beginning to think about using art as a screening element, especially for exhaust pipes.

Room for improvement

- Noise and exhaust velocity from garage vents can have a negative impact on the sidewalk environment.
- With more residents viewing rooftops from above, greater attention to detail may be needed in reviewing mechanical equipment screening.
- Kitchen exhaust vents are sometimes directed toward the pedestrian path, creating an unpleasant experience for the pedestrian.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to Mechanical Screening from the focus group sessions held in March 2013. Please see the final report for individual comments.

- Mechanical equipment should be hidden in landscaping if not located on rooftop and existing screening requirements should be enforced. Pedestrian corridor especially should be protected.
- Changing of filters in building will help with internal odors.
- Food smells add character to the City.
- Review rooftop mechanical noise potential when permitting buildings, during power emergency Puget Sound Energy generator issue was a problem for adjacent residential.

VACANT SITES AND BUILDINGS

Key policy issue: Should criteria be developed to ensure vacant sites and buildings do not degrade the urban experience and impact nearby businesses?

1. Summary of Code Provisions

The Bellevue City Code regulates the state of vacant sites and buildings through the Nuisance section, BCC 9.10 and not the Land Use Code. The Nuisance Code regulates the accumulation of construction debris, fences in disrepair, and equipment in disrepair. Regulation enforcement happens through the Code Enforcement division of the Development Services Department and is enforced on a complaint basis. Remedy is typically to eliminate the nuisance. Though there are minimum maintenance standards for vacant single family residences and sites none exist for commercial property.

2. Current Policy Direction

There are no policies that are focused specifically on issues related to vacant sites and buildings. However, there are a few policies which touch on livability and aesthetics. Land use policies S-DT-1 and 3 reference general objectives about aesthetics, density, and livability.

> POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
>
> POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

3. Implementation to Date

Types of Vacant Sites and Buildings

The most recent economic downturn produced vacant storefronts, abandoned construction sites, and vacant buildings. Historically the City has seen abandoned construction sites when development cycles have been at a low. When the existing Lincoln Square site was left as an open hole in the

Downtown between 2001 and 2003 significant effort was made to fence the site, provide graphics for visual interest and reopen sidewalks. More recently construction was halted on the third phase of the Summit Building on the corner of NE 4th Street and 108th Avenue NE. When construction was halted for the Summit project the development team designed a lid for the below grade garage and finished the street level surroundings according to plan, including furnishing sidewalks, street trees, and benches. Attractive fencing was provided around the center core of the project to ensure safety and aesthetic concerns were addressed.

4. Observations

FIGURE 1. Left- Lincoln Square office core prior to restoration. Center – Summit screening of garage. Right – vacant building at NE 1st and 102nd .

What's working well?

- Phasing plans for Building and Demolition Permits are providing positive results, as evidenced by the interim phase at Summit Phase III shown above. The landscaped northeast corner of the Wasatch superblock was also the positive result of a construction phasing plan. Both of these projects provided positive results that were not mandated by either the Land Use Code or the Nuisance Code. These results were negotiated through the development planning process and had positive benefits to the community.
- Graphics at vacant storefronts have also been a positive addition to neighborhoods when storefronts have been vacated. The Metro 112 project to the south of City Hall went to much effort to provide positive graphics that allowed the vacant storefronts in their building to have a positive presence on the street.
- In July 2013, a program called "Storefronts Bellevue" and sponsored by the Bellevue Arts Commission will bring art and activity to some vacant store fronts while they await tenancy.

Room for improvement

- Phasing plans for all new construction could be implemented to detail how each phase could be mandated to provide satisfactory maintenance of a site if construction is stopped.
- Vacant sites such as the lot east of Marriott Courtyard on NE 8th and 111th and the vacant building at NE 1st Street and 102nd in Old Bellevue, if not well-maintained, can have a

negative impact on neighborhood morale, and can create an environment where economic development is stifled. This raises the question of whether standards are needed for maintenance of vacant buildings and abandoned construction sites.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to vacant sites from the March 2013 focus groups. Please see the final report for individual comments.

- Vacant sites/storefronts are a reflection of FAR Amenity system. This option should be used more judiciously in locations that will be successful, i.e. enough density for them to be successful.
- City should not require that unleased spaces appear “less empty” as they are trying to be leased. Sites should appear “vacant” so that potential tenants will know space is available. Suggestion was made to have art displays by residents or photos of Bellevue history in vacant storefronts.
- Graffiti is a problem on unoccupied spaces, ordinances and enforcement should be in place.
- Vacant spaces should be maintained in a presentable fashion. Trash and overgrowth detract from beauty of Downtown. Owners/developers should take responsibility for the maintenance of vacant properties.
- Address vacant retail spaces though the use of temporary artists-in-residence and by creating portable spaces, pop up stores or satellites for libraries. Vacant lots could house food carts on a temporary basis.

Downtown Livability

RECYCLING AND SOLID WASTE

Key policy issue: How should Code address the evolving space and equipment needs of solid waste and recycling?

1. Summary of Code Provisions

All new development for multifamily housing exceeding four units, commercial, office, and manufacturing sues shall provide on-site collection areas for recyclable materials and solid waste.

The authority for the City to regulate the provision of recycling and solid waste collection areas is established by Bellevue Land Use Code 20.20.725.

20.20.725 Recycling and solid waste collection areas.

A minimum of one solid waste collection area shall be provided in each development and shall be accessible to all residents and/or workers of the proposed development.

There shall be one recycling collection area per 30 dwelling units in multifamily complexes; the size of the recycling collection area shall be determined by the type of use associated with the development.

- 1.5 square feet per dwelling unit in multifamily developments exceeding 4 units.
- 2 square feet per 1,000 gross square feet in office developments.
- 5 square feet per 1,000 gross square feet in retail development.
- 3 square feet per 1,000 gross s1quare feet in wholesale, warehouse, and manufacturing development.
- Square footages shall be established by the Development Services Director Unspecified uses

All recycling and solid waste collection areas shall be located in close proximity to each other as feasible and must be visually screened.

2. Current Policy Direction

The inventory of relevant policies, from the Comprehensive Plan Utilities Element and Urban Design Element related to recycling and solid waste collection areas are as follows:

> **POLICY UT-14.** Promote the recycling of solid waste materials by providing opportunities for convenient recycling and by developing educational materials on recycling, composting, and other waste reduction methods.
>
> **POLICY UD-40.** Ensure that sidewalks, walkways and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc., without interfering with pedestrian circulation.

3. Implementation to Date

Recycling and solid waste affects the livability of the Downtown in multiple ways. The lack of sufficient space to store and collect waste and recycling containers has created a streetscape impacted by these containers. The streetscape is impacted by odors, noise and visual impacts from these units set out on the sidewalk.

The volume of materials being collected has grown and the type of materials have evolved since the implementation of recycling and solid waste standards in 1992. Not only does each project site need to consider the needs for solid waste pick up, but also recycling and potentially needs for organic (composting) wastes.

Many sites in the Downtown have not accommodated for the height needed for internal pickup and have had to make adjustments that were not a part of the original plans for their building. The external pickup for containers has added to noise complaints from downtown residents throughout the City.

4. Observations

What's working well?

- Large commercial buildings have been most successful in planning for their waste needs, both for storage and pick-up. They have generally allocated the space necessary to accommodate pickup for waste within the footprint of the building and shielded waste in areas separate from occupied spaces. To facilitate this, during Design Review staff has been coordinating between waste hauler Republic Services and developers to help review these parts of the building early to ensure that the space provided will meet each groups' needs.

Room for improvement

- In a number of cases, smaller buildings such as midrise multifamily projects are not providing the space required to accommodate internal pickup of waste containers and recycling.
- Waste containers are left for long periods of time on public sidewalks.
- Waste containers are not adequately secured on sloping sites creating the potential for accidents.
- Noise during collection is a challenge for neighboring residents.
- Addition of organics and new waste enclosures will likely exacerbate existing issues.
- Waste containers are not required to be moved from private streets such as NE 9th Place. Ongoing litter and odors are significant in these locations.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to Recycling and Solid Waste from the focus group sessions held in March 2013. Please see the final report for individual comments.

- All commercial building should have third options for organics.
- Organics should not be provided for, requires too many additional dumpsters and the odor could be strong.
- All dumpsters should be screened.
- Noise level from garbage pick-up in not supportable. Garbage collectors slam the bins and are not cognizant of impact for residents.
- Garbage containers are frequently left out on sidewalks for long periods of time. What are the options for agreements to control the amount of time they are left out?
- Garbage containers could be made more attractive with artistic/historical themes.
- Recycling in condo buildings needs improvement, residents need more education.
- Recycling has been minimized in importance in Downtown.

Downtown Livability

VENDOR CARTS/ MOBILE FOOD TRUCKS

Key policy issue: What criteria are appropriate to manage the effects of vendor carts on street vitality, neighborhood livability and economic impacts?

1. Summary of Code Provisions

Existing Code Provisions

Vendor Cart Permits (20.30S) first appeared in the Bellevue Land Use Code 1994. A Vendor Cart Permit is a mechanism by which the City may permit small-scale, mobile retail sales. A cart is defined as "a cart with functional wheels which is not affixed to the ground, and which is operated for the purpose of vending food, drink, or retail goods, generally no larger than six feet wide by 10 feet long by eight feet tall." Food trucks fall under the Vendor Cart regulations.

Vendor carts are not restricted to mobile food sales and are allowed throughout the city based on the following criteria;

Decision Criteria 20.30S.140

The Director may approve or modify and approve an application for a Vendor Cart Permit, if:

A. The use will not cause pedestrian or traffic congestion; and

B. The use is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and

C. The use complies with the applicable requirements of this Code; and

D. The use is covered by a valid Right-of-Way Use Permit, if required under BCC 14.30.080.

2. Current Policy Direction

There are no policies focused specifically on issues related to vendor carts or mobile food trucks. However, there are a few policies which touch on livability and aesthetics. Policy S-DT-70 relates specifically to the Ashwood neighborhood. The inventory of relevant policies is as follows:

POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

POLICY S-DT-54. Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.

POLICY S-DT-70. Encourage uses that will bring additional pedestrian activity to the area.

3. Implementation to Date

Over the last 5 years, 15 vendor cart permits have been issued within the city with the majority located in the Downtown. Most have been for operation on private property versus within the right-of-way.

Food trucks are allowed through Vendor Cart permits. King County Health Department requirements for food storage, handling and sanitation are additional requirements. These make the "generally no larger than six feet wide by 10 feet long" criterion unfeasible, which the City has recognized to address the size of food trucks.

4. Observations

- The Land Use Code definition of vendor cart is largely based on the traditional push/pull type of cart that is limited in size. The current market is dominated by mobile food trucks which do not match the land use code definition. There are two types of business models in the local market. Some mobile food trucks arrive for a couple hours per day on one or two days per week. "Skillet" at 106th and the Pedestrian Corridor (Mars Hill parking lot) follows this model. These types of food trucks have not been required to get a vendor cart permit due to the transitory nature of their operation. The other types of businesses, such as "Tuscan Stone Pizza", previously in Old Bellevue and now on the vacant Safeway site at NE 4th and Bellevue Way are those that are located at a fixed location for an extended period of time. These are required to obtain a Vendor Cart permit per LUC 20.30.S.
- The trend is moving away from the extended fixed location model to more of the multiple site single day operations. Although the mobile food truck industry has greatly expanded in the

Puget Sound Region and in Bellevue, the number of vendor cart permits issued by the City of Bellevue has trended down because of this change in operations. In the downtown these businesses tend to site at underused parking lots and adjacent to or within public plazas.

- Many cities across the country have adopted extensive vendor cart/food truck ordinances; i.e. Seattle, Portland, OR, Boston, Portland, ME. Vancouver, BC.

FIGURE 1. The left image is the Skillet food truck at 106th & NE 6th /Mars Hill. The image to the right is of a food cart cluster in Portland, OR.

- The following are some of the technical considerations that could be taken into account when analyzing vendor carts and mobile food trucks.
    - Regulatory approach to different types of vendor carts and mobile food vendors
    - Amount and placement of associated signage
    - Ancillary improvements such as seating and socializing areas
    - Disposal of garbage and compliance with city nuisance ordinance
    - Compliance with King County Health Department requirements
    - Impacts to city right of way and vehicular and pedestrian movements at driveways and sidewalks

What's working well?

- Mobile food truck operations increase pedestrian activity on streets.
- Affordable food, easily accessible.
- Informal social interactions occur around carts.
- Opportunity for more small business development.
- Presence of vendor carts adds vitality to vacant or under-used sites and parking areas.

Room for improvement

- The current code and definition does not fit the types of mobile vendors and business models we are seeing and will likely see in the future.
- When a cluster of carts is located on a private site, the heightened intensity of use can negatively impact the surrounding community.
- While mobile food vendors have limited hours, lack of indoor (or any) seating, and small menus, concern has been registered regarding unfair competition for bricks and mortar restaurants.

5. Comments from Focus Groups

The following represents a distillation of the themes relating to vendor carts and mobile food trucks from the focus group sessions held in March 2013. Please see the final report for individual comments.

- There is demand for food carts; they can be a great amenity, and add vibrancy to Downtown.
- Current code is antiquated and needs updating.
- Food trucks directly compete with businesses/restaurants that are paying rent and taxes (higher costs).
- Contingent feels that food trucks should not be located in the Downtown, they hurt permanent establishments. Would be good in more isolated locations.
- Others feel that food carts should be allowed to compete directly with restaurants.
- Some of the issues that need to be addressed with food carts: restrooms, sanitation, garbage clean-up, drainage, water access, etc.
- There should be guidelines on where vendor carts can be located, possibly restricted to private property, vacant sites; not public right-of-way.
- Food carts should not become permanent; they should move around (treat vs. an everyday occurrence), but also provide notice of where they will be located on given days.
- Some feel that food carts should only be available for special events and fairs. There are plenty of restaurants to choose from.

Downtown Livability

PERMITTED USES

Key policy issue: Should size limitations or processes governing certain permitted uses be relaxed in some areas of Downtown?

1. Summary of Code Provisions

Use Charts LUC 20.10.440

Most retail, commercial, office, and residential uses are permitted with no special approval or limitations in most Downtown districts. They are indicated with a "P" in the 20.10.440 use charts.

Conditional and Administrative Conditional Uses: In some districts certain uses typically found in an active downtown require an additional approval process resulting in extra time and uncertainty. This includes uses such as athletic and health clubs, libraries, museums, bowling alleys, and special schools.

Size Limitations: Size limitations apply to certain uses in some districts. This is intended to ensure neighborhood serving uses are encouraged and to discourage larger-format retail where pedestrian oriented uses are desired.

Examples:

Old Bellevue: Many retail uses are limited to 15,000 square feet to ensure the scale and texture of Old Bellevue as a traditional "Main Street USA".

Ashwood and Northwest Village: Areas zoned Downtown Residential (DT-R) limit many uses to 1,500 square feet to ensure there is space for neighborhood-serving uses.

2. Current Policy Direction

The vision for Downtown Bellevue is a dense, mixed-use urban center that has a high pedestrian orientation and range of complementary land uses. These policies generally reinforce that vision while providing direction covering the entire Downtown Subarea.

POLICY LU-1. Support a diverse community in an open and natural setting comprised of strong residential communities composed of stable neighborhoods with a variety of housing types and densities; a vibrant, robust Downtown which serves as an urban center; other employment and commercial areas; and distinctive community and neighborhood retail districts. Implement land use strategies by balancing community and neighborhood values, the neighborhood's quality of life, the natural environment, and the economy.

POLICY LU-28. Support Downtown's development as an Urban Center, maintaining it as the financial, retail, and business hub of the Eastside.

POLICY LU-29. Strengthen Downtown as the primary commercial area to provide local goods and services to the surrounding neighborhoods and to the residents and employees within the district.

POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

POLICY S-DT-2. Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.

POLICY S-DT-5. Organize Downtown to provide complementary functional relationships between various land uses.

POLICY S-DT-6. Develop Downtown as the Eastside's most concentrated and diverse regional retail district.

POLICY S-DT-7. Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.

POLICY S-DT-8. Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation.

POLICY S-DT-16. Restrict the location of drive-in and drive-through activities within the Downtown Subarea.

3. Implementation to Date

All uses in the Downtown are checked for compliance with the Land Use Code regulations through the Business License approval process.

4. Observations

What's working well?

- Downtown has evolved to become a highly mixed-use environment. To various degrees, residential, commercial, office, retail, entertainment and institutional uses are found throughout the Downtown.
- Market differentiation helps reinforce the character of Downtown neighborhoods. The mix of residential and retail in Old Bellevue and the Northwest Village is very different from the office concentration in the core or the growing retail focus of the Bellevue Way corridor.
- Small spaces in older buildings and areas such as Old Bellevue are viable for independent and smaller businesses.

Room for improvement

- Special schools such as dance, art, and music are not permitted in the DT-01 and 02 districts and are limited to 1,500 square feet in DT-R and DT-OB. Recreation instruction such as martial arts. Since these uses are typical and "community building" for a family friendly downtown, current size restrictions may be counter-productive.
- The Administrative Conditional Use process is required for recreation uses such as a health club and takes an average of 17 weeks to process. This extra process and time may no longer be warranted for some such uses that are clearly a good fit for Downtown neighborhoods.

5. Comments from Focus Groups

No comments specific to this topic came from the March 2013 focus groups.

Attachment C

Downtown Livability Initiative

Citizen Advisory Committee

Final Report

October 13, 2014

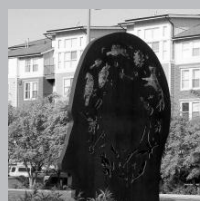


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Table of Contents

[01] INTRODUCTION AND OVERVIEW 1

Background 2
Downtown Subarea Plan 2

Downtown Livability Citizen Advisory Committee (CAC) 5
Charge to the Downtown Livability CAC 5
Integration with Downtown Transportation Plan Update 5
Downtown Land Use Code Audits 5

Public Outreach 6
Open Houses 7
Focus Groups 7
Walking Tours 8
Community Meetings 8
Website 8
Citizen Advisory Committee 8

Major Themes 9

[02] COMMITTEE RECOMMENDATIONS 11

Public Open Space 12
Background 12
CAC Discussion 13
Recommendations 14

Pedestrian Corridor 19
Background 19
CAC Discussion 20
Recommendations 21

Design Guidelines 28
Background 28
CAC Discussion 29
Recommendations 29

Amenity Incentive System 36
Background 36
CAC Discussion 37
Recommendations 37

Station Area Planning 41
Background 41
CAC Discussion 42
Recommendations 43

Building Height & Form 44
Background 44
Analysis Areas 46
CAC Discussion 47
CAC Recommendations 47

Downtown Parking 60
Background 60
CAC Discussion 60
Workshop Alternatives 61
Recommendations 62

Other Topics 63
Background 63
CAC Discussion 63
Recommendations 63

[03] NEXT STEPS 65
Downtown Land Use Code Amendments 65
Other Actions 65
Additional Analysis 65

[04] REFERENCES 67

[01]

Introduction and Overview

The Downtown Livability Initiative Citizen Advisory Committee (CAC) is pleased to present this report of its work on the Downtown Livability Initiative. The CAC began work on the Downtown Livability Initiative in May 2013 and completed its charge in June 2014. Our focus has been to evaluate and identify Downtown Land Use Code amendments to implement the vision of Downtown Bellevue as a viable, livable and memorable place.

In this transmittal report we provide background information on the Downtown Livability Initiative and our recommendations. Specifically, we have considered and made recommendations in the following areas:

- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Amenity Incentive System
- Station Area Planning
- Building Height and Form
- Downtown Parking
- Other Topics

BACKGROUND

Downtown Subarea Plan

The Bellevue Comprehensive Plan, Puget Sound Regional Council's (PSRC) Vision 2040 and King County's Countywide Planning Policies identify Downtown Bellevue as a regional growth center—a place where growth should be focused if the region is to further growth management goals such as reducing sprawl and retaining open space. Downtown Bellevue, with 2 percent of the City's land area, is expected to accommodate most of the City's future employment and residential growth.

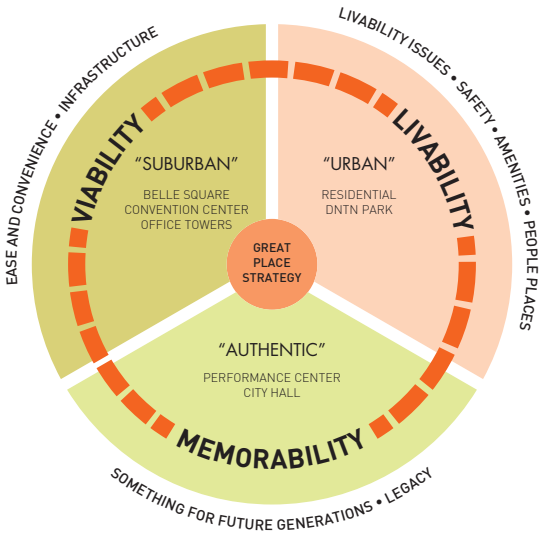
Bellevue's Downtown Subarea Plan establishes the vision and policy guidance that support development of Downtown as the primary urban center of the Eastside, consistent with regional, metropolitan and county-wide plans. The Downtown Subarea Plan describes a *Great Place Strategy* for Downtown:

> **Goal: The Great Place Strategy**
>
> To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of public places and great public infrastructure.

The Downtown Subarea Plan is implemented through regulations (Land Use Code, Building/ Sidewalk Design Guidelines, Pedestrian Corridor Guidelines), public investments (transportation network, utilities infrastructure, parks, visitor and cultural facilities), and private-sector development and investment.

What is Livability?

While the CAC did not arrive at a consensus definition of livability, Bellevue's Comprehensive Plan states that "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." The Plan notes that livability is developed through a dynamic process in which cities are relatively more viable, livable or memorable during different stages of growth.



Source: City of Bellevue Comprehensive Plan.

Collectively, these factors work together to create a great place. The Plan notes that while Downtown Bellevue should work to make progress on all three of these dimensions, it is important to focus extra attention on graduating to a higher level of livability.

What is a 21st Century Urban Center?

The CAC looked at a variety of factors that define urban centers in the 21st century. These include a distinctive public realm, multiple overlapping activities, culture, mobility choices, a green and sustainable character and memorability. It can be summed up as a great place to live and a place that lives up to the desires to "live first and work second."

Why is livablity important?

Downtown Bellevue has been one of the fastest growing neighborhoods in Bellevue over the past couple of decades with the number of housing units increasing tenfold and the population following suit. In 1990, Downtown Bellevue had 703 housing units and 1,192 people. In 2012, Downtown had over 7,500 housing units and over 10,500 people. Importantly, it is anticipated that Downtown will play a major role in accommodating future population, with projected population expected to reach 19,000 by 2035.

Similarly, Downtown Bellevue is a major employment center for the city and the region. In 2000, Downtown had about 34,000 employees; that number has grown to 44,855 in 2013. In the future, it is anticipated that Downtown will continue its role as a major employment center, with projected growth to 70,300 jobs by 2030.

Based on historic and anticipated growth trends, it is clear that Downtown is well on its way to becoming a true urban center, attracting more and more people to live, work, shop and visit. In order to be successful in this important role, it is essential that Downtown continue to establish itself for its distinctive public realm, culture, vibrant character and sustainable environment—in short, a livable place. The importance of livability in retaining and attracting residents and workers is a key element of Downtown's future success.

Specific objectives of the Downtown Livability Initiative include:

- Better 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
- Incorporate elements from Downtown Transportation Plan Update and East Link design work

The over-arching purpose of the Downtown Livability Initiative is to advance implementation of the Downtown Subarea Plan, in particular the Plan's central theme of making Downtown more Viable, Livable, and Memorable.

Council Principles for Downtown Livability Initiative

Project principles approved by the City Council.

Change	Principle
After several development cycles since the original Code adoption, it has become increasingly clear what is working and not working with development incentives.	1. Refine the incentive system to develop the appropriate balance between private return on investment and public benefit.
Downtown Bellevue has experienced a massive influx of new residents. This has helped create long hoped-for urban qualities, but also led to increased frictions that occur in a dense, mixed use environment.	2. Promote elements that make Downtown a great urban environment while also softening undesirable side effects on Downtown residents.
Downtown has seen a significant increase in pedestrians and street-level activity.	3. Increase Downtown's liveliness, street presence, and the overall quality of the pedestrian environment.
Through new development, Downtown has an opportunity to create more memorable places, as well as a distinctive skyline.	4. Promote a distinctive and memorable skyline that sets Downtown apart from other cities, and likewise create more memorable streets, public spaces, and opportunities for activities and events.
Environmental rules and strategies have evolved over the past decades since the Downtown Code was adopted.	5. Encourage sustainability and green building innovation in Downtown development. Enable design that promotes water, resource, and energy conservation, and that advances ecological function and integrity.
Downtown is attracting a younger and more diverse demographic mix, of workers, visitors, and residents.	6. Respond to Downtown's changing demographics by meeting the needs of a wide range of ages and backgrounds for an enlivening, safe and supportive environment.
As Downtown has become a more mature urban center, it is experiencing an increase in visitors and more interest in tourism.	7. Promote elements that will create a great visitor experience and a more vital tourism sector for Downtown.
We live in an increasingly global economy, with flows of goods and services, capital and people transcending state and national boundaries.	8. Strengthen Downtown's competitive position in the global and regional economy, while reinforcing local roots and local approaches.
Downtown's relationship with adjacent residential neighborhoods has evolved. It remains important to achieve a transition in building form and intensity between Downtown and adjacent residents, but nearby neighborhoods are also seeking the attractions that the city center brings.	9. Maintain graceful transitions with adjoining residential neighborhoods, while integrating these neighborhoods through linkages to Downtown attractions.
The development arena is becoming increasingly competitive, as Downtown continues to seek quality investments that implement the Subarea Plan vision.	10. Refine the Code to provide a good balance between predictability and flexibility, in the continuing effort to attract high quality development that is economically feasible and enhances value for all users.
As Downtown has matured and filled in, opportunities for quality development are becoming limited, and expectations have grown as to how each development contributes to the greater whole.	11. Promote through each development an environment that is aesthetically beautiful and of high quality in design, form and materials; and that reinforces the identity and sense of place for Downtown and for distinct districts.
Bellevue's park and open space system has dramatically evolved, for example with acquisition and planning for Meydenbauer Bay Park, development of the Downtown Park, and the nearby Botanical Garden on Wilburton Hill.	12. Advance the theme of "City in a Park" for Downtown, creating more green features, public open space, trees and landscaping; and promoting connections to the rest of the park and open space system.

DOWNTOWN LIVABILITY CITIZEN ADVISORY COMMITTEE (CAC)

In spring 2013, the 15 members of the Downtown Livability Advisory Committee were appointed and confirmed by the Mayor and City Council. CAC membership included representation from the Planning Commission, Transportation Commission, Parks & Community Services Board, Human Services Commission, Environmental Services Commission, Arts Commission, Bellevue Downtown Association, Bellevue Chamber of Commerce, small business, and nearby neighborhoods, as well as an architect, a Downtown resident, a City-wide representative, and a Downtown employer.

Charge to the Downtown Livability CAC

The City Council directed the Downtown Livability Advisory Committee to provide guidance to City staff in developing recommendations to update the Downtown Land Use Code. Guidance for the Committee's work was provided by the vision set forth in the existing Downtown Subarea Plan and by the Project Principles approved by the City Council on January 22, 2013 for this initiative, listed on the facing page.

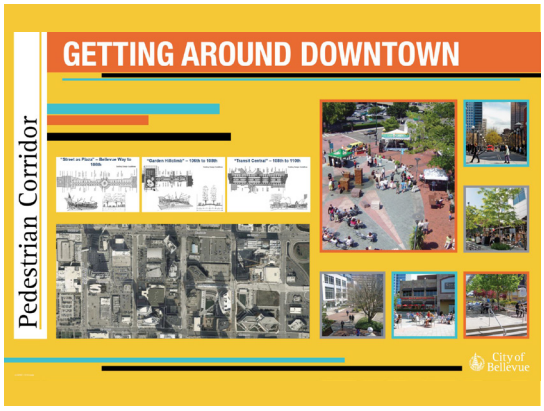
The outcome of the Committee's work was expected to be a set of recommendations for Land Use Code updates to reflect changes in the evolution of Downtown Bellevue since the original code was adopted in 1981and to make Downtown a more livable and memorable place.

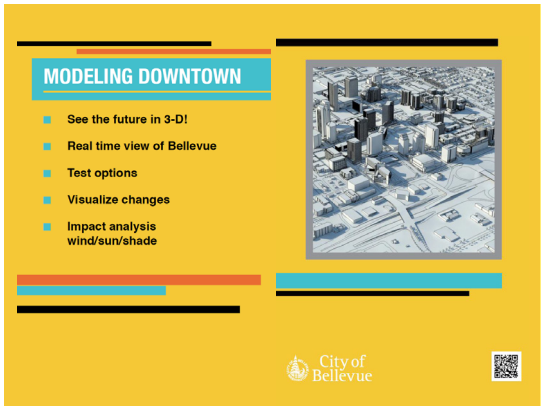
Integration with Downtown Transportation Plan Update

In addition to the consideration of recommended changes to the Land Use Code, the Project Scope included strong coordination with the companion Downtown Transportation Plan update that occured in this same timeframe. By accommodating anticipated significant increases in Downtown activity, the comprehensive set of improvements to facilities for both motorized and non-motorized travel proposed by the Downtown Transportation Plan will enhance Downtown vitality and economic development, improve sustainability, and support livability and public health. This work is compatible with and has been coordinated with the Downtown Livability Initiative. Downtown Transportation Plan recommendations were transmitted by the Transportation Commission to the City Council on September 23, 2013.

Downtown Land Use Code Audits

As part of the Downtown Livability Initiative, a series of Draft Land Use Code "audits" were developed in spring 2013 and published on June 19, 2013. The audits summarized existing code provisions and policies and described results on the ground, then drawing observations about where codes and policies are working well and where they could be improved. The purpose of the audits was to ensure that the Land Use Code features that are working well are retained and to focus changes on items needing improvement and new opportunities. The code audits provided an important foundation for considering potential Downtown Land Use Code changes





Boards from the November 2012 open house.

and are referred to in the discussion of recommendations in Chapter 2 of this report.

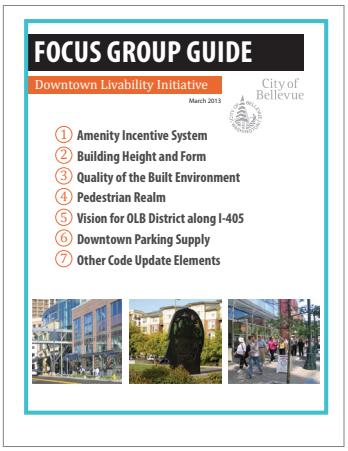
The topics addressed in the audits included:

- Building Height and Form
- Amenity Incentive System Design Guidelines
- Pedestrian Corridor and Public Open Spaces
- Vision for DT-OLB District
- Light Rail Interface/Station Area Planning
- Downtown Parking
- Mechanical Equipment Screening
- Vacant Sites and Buildings
- Recycling and Solid Waste
- Vendor Carts/Mobile Food Trucks
- Permitted Uses

The full audit report can be found on the project web site at: **www.bellevuewa.gov/downtown-livability.htm**, and a copy is available in the Council office.

PUBLIC OUTREACH

An important element of the charge to the CAC was to provide many opportunities for public input. To meet that charge, and to provide a wide range of ways to participate in the process, public outreach included traditional open houses, walking tours, focus group discussions, website review, and participation in CAC meetings. These are summarized below. Materials and supporting documents from these events are included on the project website at: http://www.ci.bellevue.wa.us/downtown-livability.htm.



FOCUS GROUP GUIDE

Downtown Livability Initiative

March 2013

City of Bellevue

1. Amenity Incentive System
2. Building Height and Form
3. Quality of the Built Environment
4. Pedestrian Realm
5. Vision for OLB District along I-405
6. Downtown Parking Supply
7. Other Code Update Elements

Quality of the Built Environment 3

Project Outcome

Revised guidelines incorporating refinements to form, district character, open space, pedestrian orientation, and other key design considerations.

Background

Existing design guidelines do not provide adequate direction to differentiate Downtown districts, and provide residents, visitors, and workers with a variety of quality urban experiences. The Comprehensive Plan identifies nine districts intended to each have unique characteristics; yet little differentiates many of the districts except Ashwood and Old Bellevue. Pedestrian-friendly features such as weather protection, seating, and mid-block connections are missing and should be better planned for as the population of Downtown increases and East Link light rail becomes a reality.

Building Sidewalk Relationships Design Guidelines: Explicit directions on what to do to relate building to sidewalks in order to provide a pedestrian oriented environment.

Perimeter Design District: Standards and guidelines that provide adjacent residential neighborhoods with a high degree of compatible form and scale from development on Downtown's edges.

Old Bellevue District: Reinforce the unique character of Old Bellevue by reflecting the historic façade treatments, and emphasizing pedestrian activity and downtown living.

Downtown Core Design District Guidelines: Specific guidelines ensuring the highest levels of attractiveness, urbanity, design quality and coordination of development.

Pedestrian Corridor and Major Public Open Space Design Guidelines: Criteria for access, adjacent uses and structures, activities, and amenities for spaces on the Corridor.

Civic Center District: Standards and guidelines that accommodate the unique building types and spaces needed for cultural, conference, and exhibition facilities.

The update will be examining issues such as:

- How can design guidelines reinforce the character of Downtown's districts?
- How can design guidelines ensure quality design and a more memorable Downtown, while providing a balance between predictability and flexibility?
- What environmental, technical, or design innovations should be considered for revised design guidelines?
- What is the place of green development techniques?
- What design guidelines have resulted in a positive outcome; what should be eliminated?

FOCUS GROUP GUIDE — Downtown Livability Initiative

Downtown Parking Supply 6

Project Outcome

Revised parking ratios, and design standards for parking, loading, and service that respond to shifts in demand and promote multi-modal mobility and economic vitality.

Background

With the continuing shift of Downtown to a more multi-modal urban center, a number of parking and service components are in need of review. These include minimum parking ratios, parking dimensional standards, treatment of surface parking, garage design, parking usage (shared, short term, long term) and service needs challenged by the superblock. This item has a strong linkage to the ongoing Downtown Transportation Plan Update whose early work will be handed off to the Downtown Livability Initiative.

The update will be examining issues such as:

- How have parking needs evolved? How will they change in the future?
- How might parking requirements for new development and associated standards change?
- How should parking be examined in the context of economic vitality and competitiveness?
- How are loading and other service needs met while providing a quality pedestrian environment?
- What should be the role of on-street parking within Downtown?

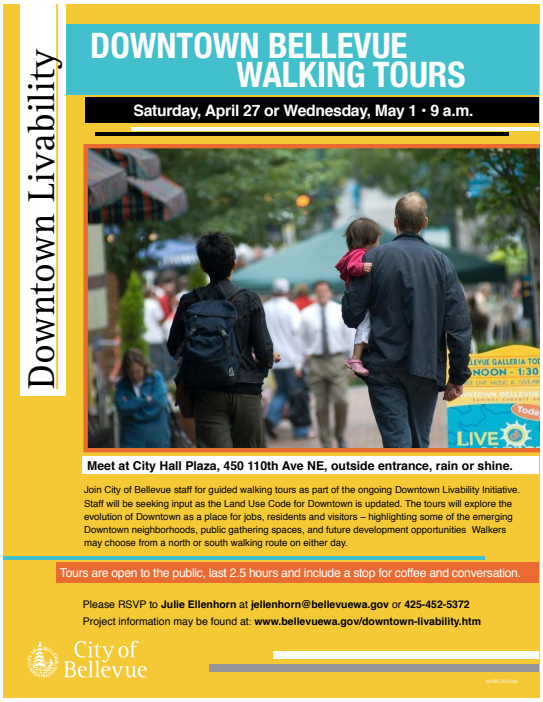
FOCUS GROUP GUIDE — Downtown Livability Initiative

Pages from the March 2013 focus group topic discussion guide.

Open Houses

Open houses were held at three key points over the course of the project.

- **November 2012.** A project scoping and kick-off meeting provided a project overview and introduction and invited comment on the project scope and approach.
- **July 2013.** In order to provide multiple opportunities to participate, open houses covering the same information were held on two different days and times. The open houses provided an update on the project and to invited comment on the draft Land Use Code audits.
- **June 2014.** A public open house provided a project update and invited comment on the CAC's preliminary recommendations.



Downtown Livability

DOWNTOWN BELLEVUE WALKING TOURS

Saturday, April 27 or Wednesday, May 1 • 9 a.m.

Meet at City Hall Plaza, 450 110th Ave NE, outside entrance, rain or shine.

Join City of Bellevue staff for guided walking tours as part of the ongoing Downtown Livability Initiative. Staff will be seeking input as the Land Use Code for Downtown is updated. The tours will explore the evolution of Downtown as a place for jobs, residents and visitors – highlighting some of the emerging Downtown neighborhoods, public gathering spaces, and future development opportunities Walkers may choose from a north or south walking route on either day.

Tours are open to the public, last 2.5 hours and include a stop for coffee and conversation.

Please RSVP to **Julie Ellenhorn** at **jellenhorn@bellevuewa.gov** or **425-452-5372**

Project information may be found at: **www.bellevuewa.gov/downtown-livability.htm**

City of Bellevue

Walking tour flyer announcement.

Focus Groups

To gain targeted input from specific stakeholders, focus group meeting were held in March 2013, July 2013. and June 2014.

In March 2013, focus group meetings were held over the course of eight days. 140 persons representing architects and planners, property owners and developers, brokers, companies and retailers, the former Downtown Plan Advisory Body, institutions and visionaries, residents and employees participated in 18 different focus groups. Topics for focus group discussion included the amenity incentive system, building height and form, quality of the built environment, pedestrian realm, vision for the OLB District along I-405, Downtown parking supply and other code issues. For each topical area, participants were asked what is

Downtown Bellevue Residents Association meeting flyer.

working well and not so well, what are the key considerations and what suggestions could be provided. Meeting summaries were used to help inform the CAC, staff and public consideration of issues.

In July 2013, two focus group opportunities were provided in conjunction with the two open houses described above. These meetings provided an update on project progress and specifically on the draft Land Use Code Audits conducted as part of the project. Focus group discussions considered issues related to Downtown design, Downtown connectivity and miscellaneous topics.

The June 2014 focus groups followed an open house that provided a status report on the project and opportunities to comment on the CAC formation of recommendations. Following the open house, small groups of 10-12 participated in a facilitated discussion, with a full set of meeting notes from these meetings provided to the CAC prior to their final meeting.

Walking Tours

To provide firsthand experience of the Downtown environment, walking tours open to the public were conducted on April 27 and May 1, 2013. Each day featured two tours of Downtown focused on either north or south Downtown. A total of about 45 persons participated in the tours. The CAC was also given the opportunity to do a walking tour with City staff prior to their first formal meeting for orientation.

Community Meetings

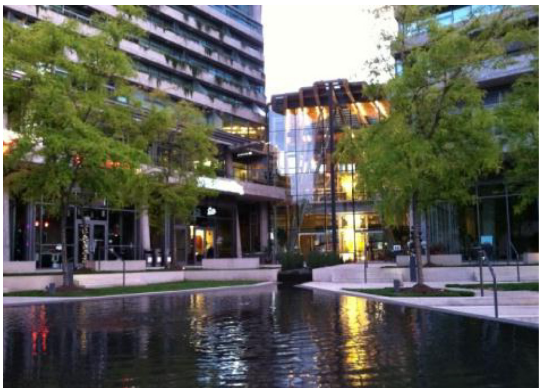
On January 16, 2014, City staff provided an updated on the Downtown Livability Initiative, focused on interests of Downtown residents to the the Downtown Bellevue Residents Association.

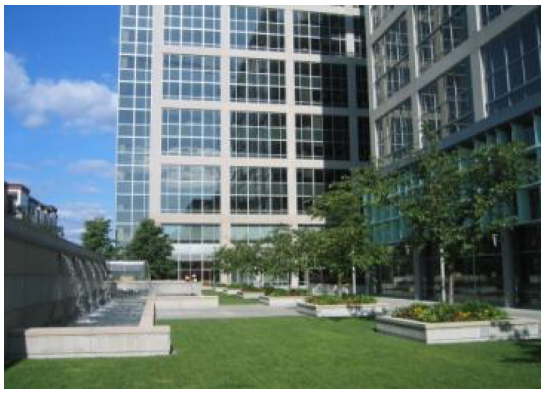
Website

The City provided updated project information on a project website to describe the project, invite sign-ups for email/text messages regarding project progress, announce workshops and community meetings, announce Citizen Advisory Committee meetings and provide background information and project reports.

Citizen Advisory Committee

The CAC convened thirteen times over the life of the project. CAC meetings were announced on the project webpage and noticed to the project mailing list. An opportunity for the public to comment was provided at each CAC meeting. Following each meeting, meeting minutes were provided on the project website.





Active and green spaces in Downtown Bellevue.

MAJOR THEMES

Consistent with its charge to provide guidance to City staff in developing recommendations to update the Downtown Land Use Code, the CAC has prepared recommendations in several major areas, including:

- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Amenity Incentive System
- Station Area Planning
- Building Height and Form
- Downtown Parking
- Other Topics

For each of these topics, the CAC developed one or more code-related recommendations and, in some cases, additional non-code recommendations. While each recommendation is specific to its topic area, there are a number of key themes that thread the recommendations together. These are briefly described below.

The Great Place Strategy is working. Downtown Bellevue is well on its way to becoming the vibrant and lively urban center envisioned in the Comprehensive Plan. The CAC recommendations are consistent with and intended to help further progress toward this vision.

Recommendations are inter-related. While individual recommendations each address specific issues and topics, they have been considered in an integrated manner and designed to work together as a package that promotes Downtown livability.

Land use and transportation recommendations are integrated and consistent. The Downtown Livability Initiative and Downtown Transportation Plan have been considered in an integrated process. Working in concert, these two planning initiatives recommend a land use regulatory framework and comprehensive set of transportation improvements that will accommodate future growth and enhance Downtown vitality, sustainability, livability and health.

Walkability contributes to livability. Walkable places are often described as thriving, livable, and sustainable places. Through its recommendations for public open space, the Pedestrian Corridor, design guidelines, building height and form, and other topics, the CAC has focused on a walkable downtown. In order to promote long-term livability, a strong focus on walkability should continue to guide future decision-making.

Recommendations support station area planning. While Bellevue's Comprehensive Plan includes many policies supportive of transit use and transit-oriented development, the Land Use Code does not currently contain specific provisions stemming from station area planning. Recommended areas of focus include integration of the Downtown station area with the Pedestrian Corridor and revising the DT-OLB portions of the code to increase its compatibility with transit-oriented development.

[02]

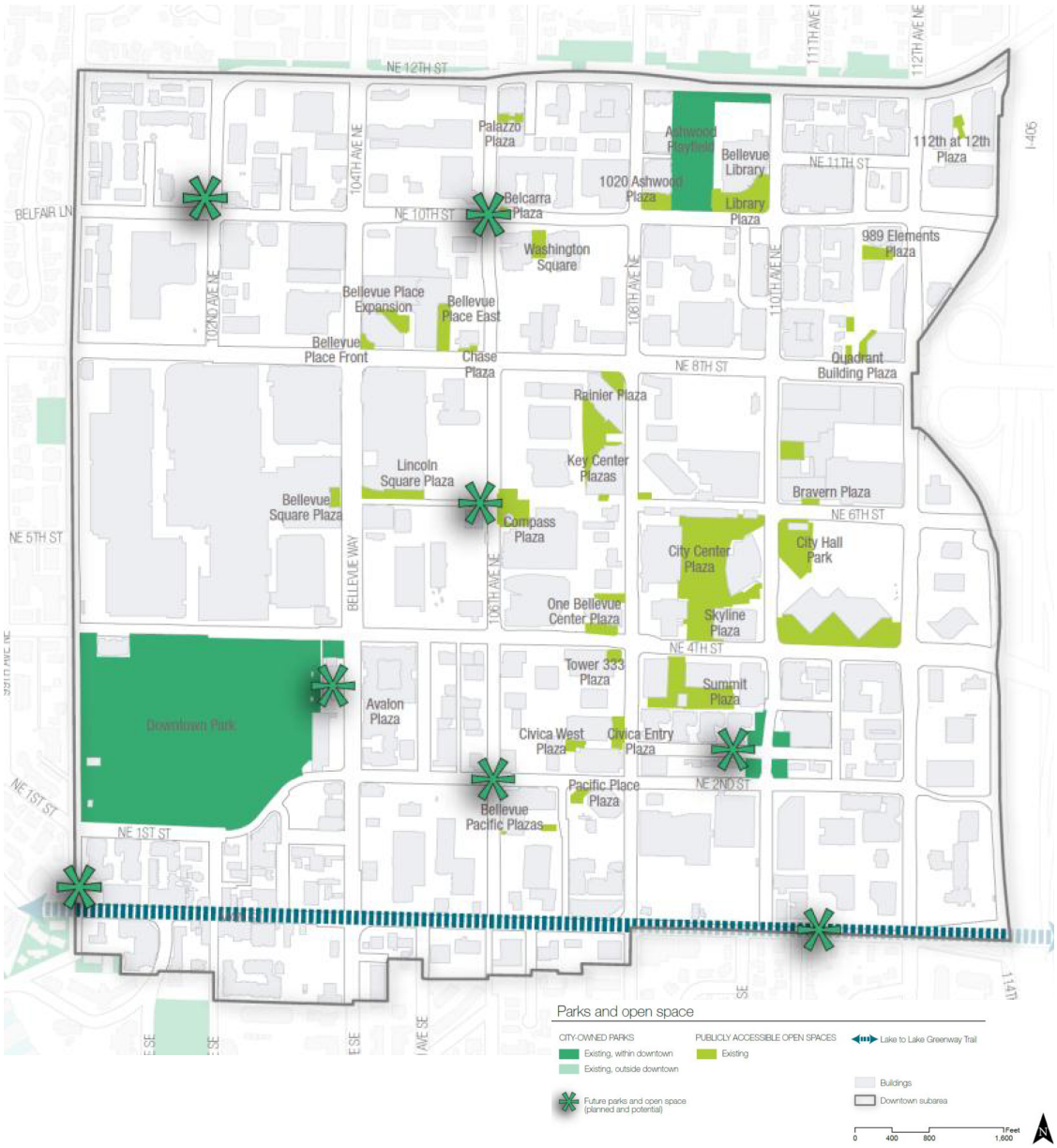
Committee Recommendations

The City Council convened the Downtown Citizen's Advisory Committee with the charge of identifying specific elements of the Land Use Code that should be amended in order to implement the vision set forth in the Downtown Plan. Within this context, the major focus areas for the CAC were:

- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Amenity Incentive System
- Station Area Planning
- Building Height and Form
- Downtown Parking
- Other Topics

The balance of this section describes the recommendations for each of these areas.

Public parks and open space.



PUBLIC OPEN SPACE

Background

The Downtown Subarea Plan recognizes open space as a key component of a livable place and promotes its provision through the combined efforts of the City and private developers. The Plan encourages creation of both active and passive open spaces throughout Downtown.

Publicly provided open space includes the Downtown Park, Ashwood Park, City Hall and King County Library plazas and connections to the new Meydenbauer Park on Lake Washington.

Public open spaces provided by private development include plazas and "mini-parks" open to the general public. The Land Use Code Audit identifies 30 publicly accessible plazas and other public open space constructed by private development over the past three decades. The Land Use Code audit assessed the publicly accessible plazas from the perspective

How does public open space relate to livability?

- Provides recreation, and open space for all
- Increased "greening" of Downtown
- Presents opportunities for social interaction, places for families, and a healthy community
- Promotes a walkable and safe healthy community
- Will reinforce neighborhood identity

Compass Plaza during a summer lunchtime concert.

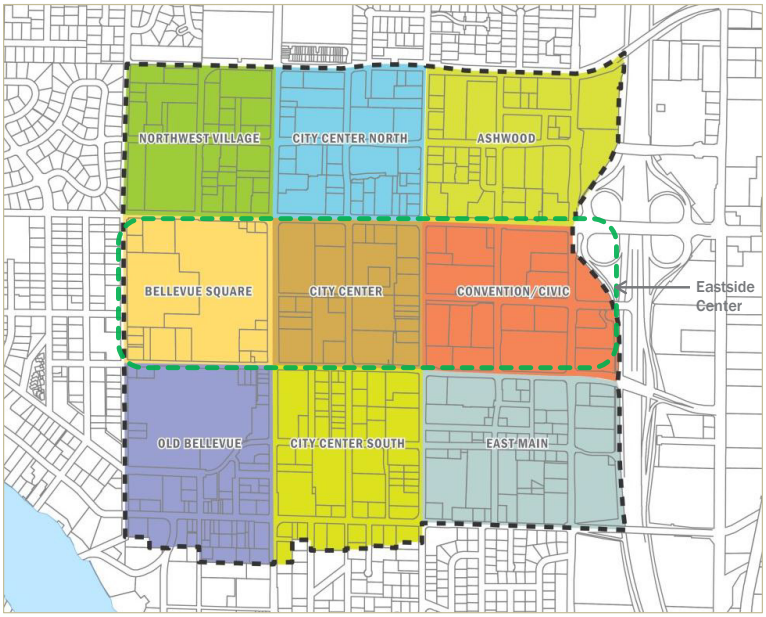
of four key themes: 1) access, linkages and information; 2) comfort and image; 3) uses and activities; and 4) sociability. While the majority of plazas scored well on the first two themes, most scored poorly in terms of uses and activities, and sociability. Many plazas were not busy at times other than the lunch hour, with little to draw people to the space throughout the day. Most plazas do not seem to attract a cross-section of Downtown demographics and in most cases, observations are that users do not seem to be fully utilizing, enjoying and socializing in the space. Most plazas were rated mediocre, with a few rated poor and two "great" spaces: Compass Plaza and the King County Library Plaza.

CAC Discussion

CAC discussion of public open space focused on the following key points:

- Open space is highly valued by the community and a key component of Downtown livability. While there are a number of outstanding parks and plazas, more will be needed as Downtown continues to evolve.
- The amount of open space needed for each district should be based on projected density.
- Downtown is becoming more attractive to younger residents and families with children. The parks and open space system should provide family-appropriate amenities.
- Focus on a collection of smaller parks in needed to serve Downtown areas instead of aggregating property to create another large park.
- Open space should be inviting to a wide range of ages and abilities, with programmable areas, green elements, benches, moveable seating, shade, weather protection and other similar features.
- Public open space, including publicly-accessible upper level plazas, need to be designed, accessed, and signed in a way that feels like part of the public realm.
- Implement a comprehensive wayfinding system for public open spaces. Require as part of development.
- Open space suitable for dogs is a current need for Downtown residents that will continue to grow.
- A community/recreation center would benefit Downtown Bellevue and could be part of a park facility or within the base of a high-rise building.

Downtown Park



Downtown Districts.

Recommendations

Code-Related

Open Space Strategy 1: Identify and incentivize different open space expressions for each neighborhood to help address each neighborhood's needs and enhance character.

To encourage distinct open space expressions and meet the districts' differing needs, this recommendation is to prioritize different types of open spaces in different districts. Bellevue's Downtown Subarea Plan, Downtown Design Charrette, and Streetscape Design Guidelines (Great Streets) highlight unique characteristics and goals for each district. See the district map and desired new open spaces for each district on this and the following page. Additional information about each district is provided in Appendix 1. The district profiles capture the

EXAMPLES OF OPEN SPACE NEEDS BY DISTRICT

Use/function/feature	Northwest Village	City Center North	Ashwood	Eastside Center	Old Bellevue	City Center South	East Main
New neighborhood park (city-owned)	●						●
Large plaza/mini park—min. sixe 4,000 SF	●	● (1)	◖	● (2)		◖	◖
Small plaza with active edges min. size 1,000 SF, max 4,000 SF	◖	◖		◖ (4)		◖	◖
Internal corridors / alleys with addresses	●					●	●
Streetscape /open space with landscape amenities	◖	◖	◖	◖	● (3)	● (3)	● (3)
Community garden/pea patch	◖	◖	◖			◖	◖
Outdoor pet area	◖	◖	◖	◖	◖	◖	◖
Improvements made to city-owned parks	●		◖		◖		●
Recreational activities (e.g., children's play area, climbing wall, sports court)	◖	◖	◖	◖	◖	◖	◖
Major bicycle facility (e.g., repair stations storage, showers)				● (5)	● (5)	● (5)	● (5)

● = High priority, may be provided as part of development, city-initiated, or implemented through a public-private partnership

◖ = Priority, incentivized or developed through a public-private partnership

Notes

1. Intent: a plaza ringed with dining and drinking businesses near Tateuchi Performing Arts Center to foster entertainment activities.
2. Part of continued Pedestrian Corridor development.
3. Open spaces and amenities should support the Lake-to-Lake Trail and NE 1st Street.
4. These are encouraged along the internal connections to the Pedestrian Corridor, not necessarily on the Corridor itself. Some may be implemented on rooftops.
5. Bicycle amenities required as part of new development along the Pedestrian Corridor, Lake-to-Lake Trail, and 108th Ave NE. City adds features where needed.

essence of those plans and studies as well as Committee and stakeholder comments and form the basis for the table above.

Depending on priority and type of space, the implementation of the open space may be led by the City, the developer, or both. Specific actions include:

- Update the development amenity and bonus system including potential fee-in-lieu opportunities to capture prioritized open spaces. Note that the existing amenity incentive system may already contain some of the use/function/features proposed in the open space expression priorities.
- Update design standards and guidelines to incorporate district identity elements and priorities below.

Figure ground plan of Downtown with existing (solid line) and potential (dashed line) through-block

Open Space Strategy 2: Strengthen requirements and guidelines for integrating through-block connections internal to superblocks.

Through-block connections are required under existing code, but more guidance is needed on how they should be implemented. This approach suggests strengthening the design standards to achieve a high-quality network of human-scale spaces. The through-block connections should be a network of small streets and pedestrian paths that offer routes through Downtown off of the main arterials. Their purpose is to break down the scale of the superblocks by providing beautiful, comfortable and accessible paths. In some cases, they would act as linear parks that connect open spaces.

Design standards would focus on the following:

Create a smaller block pattern for pedestrians. By providing walking routes that cut through superblocks and provide access to adjacent properties, through-block connections create a finer-grained network for pedestrian mobility. Through-block connections also provide a walking environment that is quieter, and in some cases, more comfortable than sidewalks along busy arterials. The figure ground plan of Downtown indicates the ideal

network of paths. Ultimate alignment will depend on development patterns.

Activate edges. Through-block connections create more edges or surface area for building fronts to face a pedestrian route. In some cases these edges provide locations for small-scale retail uses, ground-floor residential entries, and overall, more interaction between the passerby and the building. "Alleys with addresses" is a term coined to describe these types of active through-block connections, which may be activated by some retail, restaurant, and other commercial entries. Ground floor live/work units, residential use, and office space can also help to bring life to the paths with multiple entrances and meaningful transparency along a building frontage.

However, "alleys with addresses" will be the exception rather than the rule, and many through-block connections will have lower levels of activating uses. In this case, the path itself, rather than the building interior, must provide the interest and comfort needed. Programming "dead" spaces, as well as installing creative lighting, interesting paving materials, seasonal landscaping and captivating art can help with activation.

Connect open spaces. Through-block connections should integrate with and connect the open space network. In many cases, the through-block connections themselves should be treated as open spaces with seating, landscaping, bicycle racks, art, and other elements that welcome people. Also, their design should respond to adjacent open spaces. Some through-block connections linking open spaces may act as open spaces themselves.

Maximize sunlight. Generally, the north south through-block connections will have an easier time obtaining day-time sunlight. East-west connections may receive more evening and morning sunlight in the summer, but direct sunlight during the day for most of the year will be difficult to ensure. Thus, considering ambient sunlight from reflective surfaces may be important. Also, the type and placement of trees in the through-block connections should maximize winter sunlight and summer shade. Seating should be placed where sunlight can warm surfaces in winter and where shade can provide a respite from summer heat.

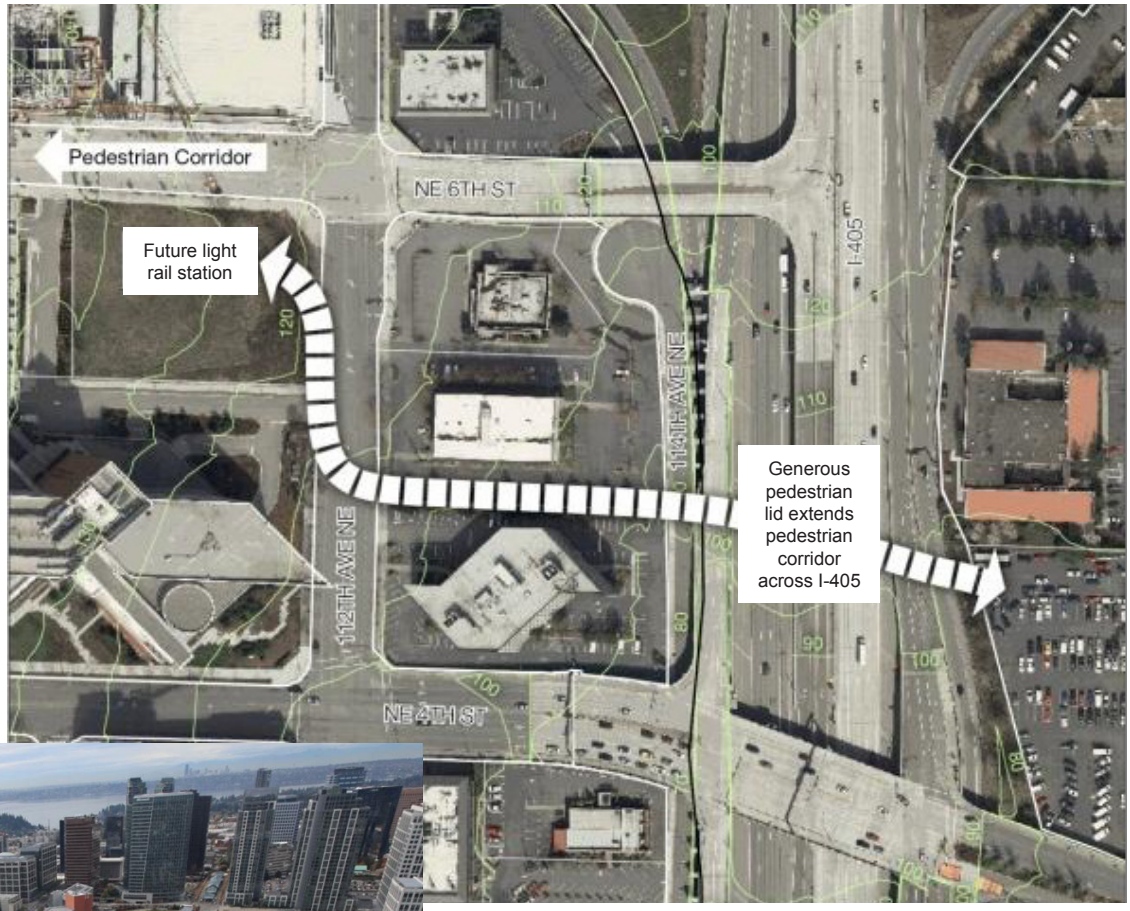
Accommodate bicycles, pedestrians, and motor vehicles. Many paths will be non-motorized, but when a through-block connection also provides for vehicular access, the priority should be given to pedestrian and cyclist safety and comfort using an approach in which the street is informally shared among a variety of users. Landscaping, seating, lighting, and infrastructure should all serve as elements that reinforce that the human is the most important user of the space.

Reinforce district identity. The through-block connections create an opportunity to build on the character of each distinct neighborhood. For example, "alleys with addresses," meaning ground-floor retail along the through-block connections, is emphasized as a defining characteristic of Northwest Village. For Old Bellevue, through-block connections that feel like extending arms from Downtown Park are important. City Center South and East Main's through-block connections may focus on green infrastructure and a water flow theme to tie to the Lake-to-Lake Trail. Also, neighborhoods may use through-block connections as open space, using them for social gathering and perhaps closing them to vehicles for events.

Other Recommendations

Open Space Strategy 3: Explore potential for significant open space/park investment with a lid over I-405 from Downtown to Wilburton along roughly a NE 5th alignment.

This approach suggests acquiring land or easements and designing and constructing a generous open space connection over I-405 to provide a significant pedestrian/bike pathway and open space from Downtown to Wilburton. The lid would take advantage of



Potential alignment of pedestrian path over I-405 from Downtown to Wilburton.

Downtown Bellevue and I-405 between NE 4th and 6th Streets looking west.

the activity on the Pedestrian Corridor and in the Civic Center District and extend the light rail station service area to major new uses in the Wilburton District. The alignment over I-405 would roughly follow NE 5th Street to avoid the on and off ramps at NE 6th and 8th Streets while staying as level as possible and making it more inviting to a wide variety of users. The lid would be wide enough (min. 100 ft) to create a major open space and place-making opportunity.

Open Space Strategy 4: Explore methods for helping to fund Downtown open space acquisition and improvement

The CAC recognizes the critical importance of open space to the future livability and character of Downtown. While private development will result in some new amenities, in order to achieve the full open space vision for Downtown, additional public investment is essential. The City should investigate other funding sources to realize the vision.

PEDESTRIAN CORRIDOR

Background

The Pedestrian Corridor is the pedestrian-focused east/west spine through Downtown that forms connections between the retail district anchored on Bellevue Way, the entertainment street of 106th Avenue NE, the commerce street of 108th Avenue NE, and the Bellevue Transit Center, currently terminating at 110th Avenue NE with City Hall Plaza and a plaza at the Bravern. The Corridor is intended to present a coordinated design of continuous pedestrian-oriented frontage, plazas, walkways, landscaping, and enclosed plazas for its entire length. It is made up of three unique segments:

1. Street at Plaza: a mix of vehicles and pedestrians running from Bellevue Way to 106th Ave NE. Activities are encouraged to reach out into the street. It may be closed to vehicular traffic periodically for special events, festivals, and street fairs.
2. Garden Hillclimb: running from 106th Ave NE to 108th Ave NE. This is a pedestrian-only segment with a garden-like character in contrast to the hardscape of the other segments.
3. Transit Central: running from 108th Ave NE to 110th Ave NE. This is a pedestrian and transit focused segment with increased area devoted to pedestrians and access to the Bellevue Transit Center. In the future its connection to the East Link NE 6th Station will pull this activity to the east.

The Pedestrian Corridor also includes a series of open spaces called "Major Public Open Spaces." These spaces provide a sense of gateway, and focal points for activity. The Corridor and the Major Public Open Spaces are constructed as part of new development using common design elements. Only 50% of the property along the Corridor has been developed, providing the uses and spaces that activate the Corridor as envisioned. The Pedestrian Corridor will become increasingly important as new development occurs along the corridor and light rail becomes an anchor destination on the east end. Sections of the corridor are difficult for wheeled users to navigate due to narrow passages, steep sections, tight turns and poor sightlines.

Through community outreach for the Downtown Transportation Plan, the City learned that the Pedestrian Corridor is a high priority route for both walking and bicycling—yet the design does not meet the mobility needs of all users, particularly bicycles and other wheeled users.

As a "handoff" to the Downtown Livability Initiative, the Downtown Transportation Plan developed a Pedestrian Corridor concept design whose goal was, to paraphrase a community comment: "welcome bicyclists, but don't scare the pedestrians." Using

How do enhancements to the Pedestrian Corridor relate to livability?

- Creating a must-see Downtown attraction
- Adding character and memorability to Downtown
- Creating a more green Pedestrian Corridor
- Creating a more walkable, safe, and comfortable Downtown
- Encouraging multi-modal travel
- Opportunities for more programmed events in Downtown
- Responding to emerging changes, including the NE 6th Street light rail station

designs that indicate the preferred bicycle route and incorporate traffic-calming techniques for bicyclists, the corridor can be more accommodating to all users. Design components could consist of special paving treatments, wayfinding and widening. The preliminary Pedestrian Corridor design concepts were refined through the Downtown Livability Initiative and will be implemented as development occurs or as a City project.

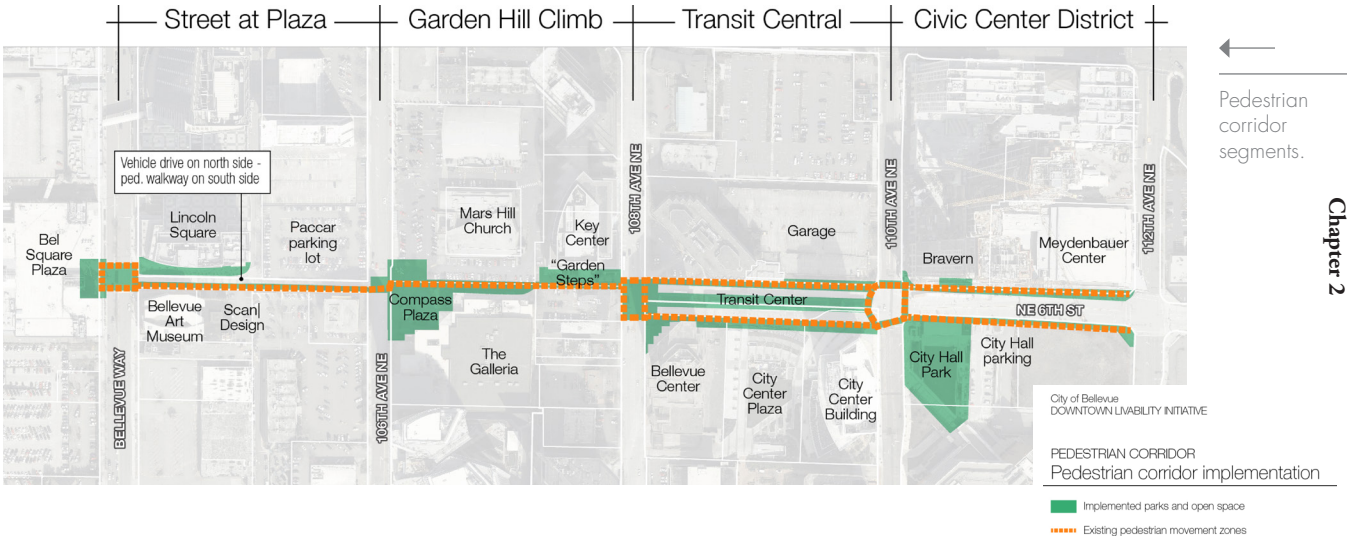
CAC Discussion

At a workshop in January 2014, the CAC made a number of observations about the current design and function of the Pedestrian Corridor. The key points of the discussion are summarized below.

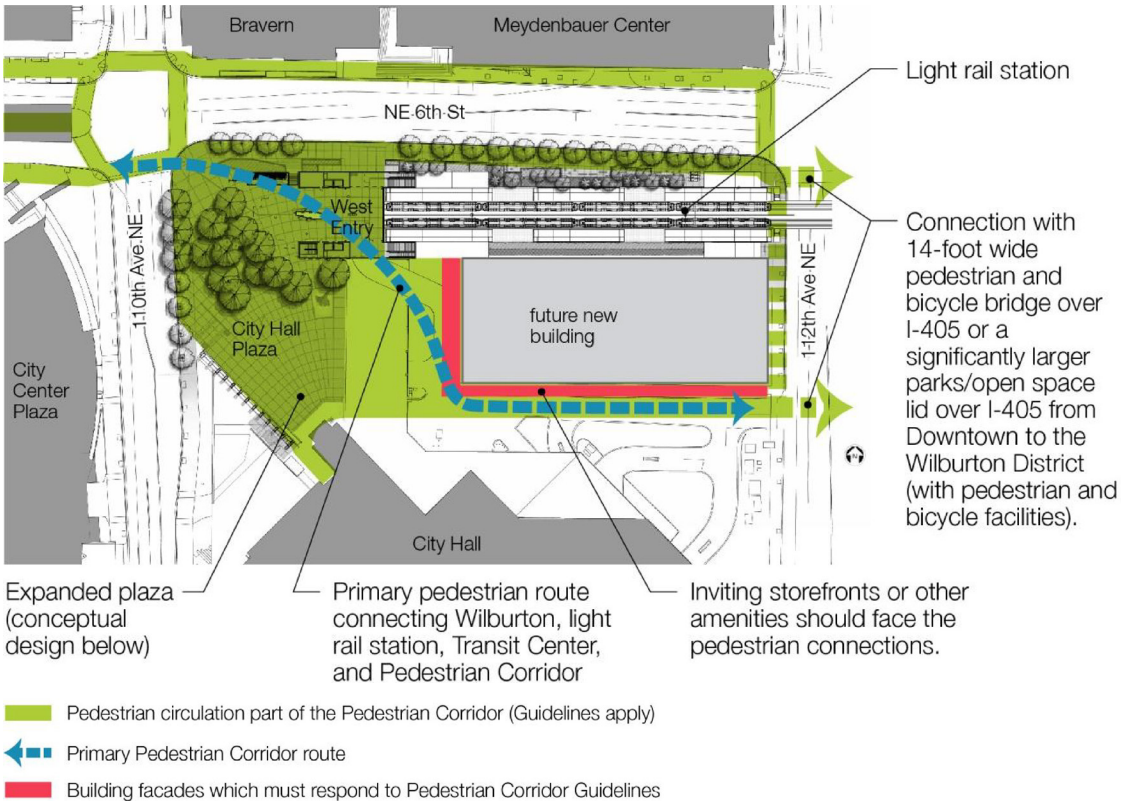
- The Pedestrian Corridor has not yet realized its full potential, in part, because it is not complete and the uses and activities intended in the design guidelines are not implemented consistently. Differences of opinion exist on whether or not changes are needed regarding the design of the Corridor or if interventions are necessary to develop some of the missing pieces.
- Any Code impediments or other restrictions that are making it difficult to have outdoor dining, activated storefronts, green elements, or an art walk, should be removed. Allow developers to earn credits for improvements or enhancements for portions of the Corridor not directly adjacent to their property, or allow for public-private partnerships to accomplish improvements in the near term.
- The Pedestrian Corridor should be thought of as a linear town square with "rooms" or segments along the way that foster different activities. More green elements, programmable spaces, opportunities for experimentation, better weather protection, and signage/wayfinding should be added to the Corridor to make it a place for all seasons and for people of all ages.
- The Pedestrian Corridor should be better managed, possibly by the City Parks Department, the combined efforts of the adjacent property owners, or another entity.
- The name "Pedestrian Corridor" is not very intriguing; consider renaming and/or rebranding.
- There was interest from a few CAC members in exploring whether it is necessary to retain auto lanes in the segment of the Pedestrian Corridor between 106th Avenue NE and 105th Avenue NE.

The CAC used the following criteria to evaluate potential recommendations for the Pedestrian Corridor:

- Effectiveness in enhancing the Pedestrian Corridor's character and memorability through:
  - » Creation of an interesting and varied pedestrian travel sequence
  - » Human scale
  - » Attractiveness
  - » Comfort, safety, and amenities
  - » Adjacent building design and interface
  - » Activities and programming
- Responsiveness to emerging changes, including the NE 6th Street light rail station.
- Interim, incremental improvement versus permanent conditions.



Pedestrian corridor segments.



Basic principles for the Pedestrian Corridor's Civic Center District.

Recommendations

Code-Related

Pedestrian Corridor Strategy 1: Extend the Pedestrian Corridor to the east to be more integrated with the Civic Center District and the future light rail station.

The proposed approach is to add a fourth segment to the Pedestrian Corridor named "Civic Center District", extending east from 110th Ave NE to 112th Ave NE. The alignment of this section of the Corridor will follow NE 6th Street as well as a route through the City Hall superblock. The extension will facilitate connection to the future light rail station and the transit-oriented development

View looking southwest of redesigned City Hall Plaza to accommodate light rail

South side of NE 6th Street at 112th looking west at light rail station.

planned for the station area, and would integrate with the redesign of City Hall Plaza. It would also support a unified Civic Center campus that connects back to the rest of Downtown. In addition, it could connect to a potential future open space connection across I-405, as described in the previous section. The following design objectives are intended to guide the corridor's design in the Civic Center District:

- Provide an attractive, comfortable and safe Pedestrian Corridor that links the Transit Center, light rail station, Meydenbauer Center, City Hall, Metro site, and the future pedestrian/bicycle bridge to Wilburton. Two alignments will be followed: along NE 6th Street and a meandering route through the City Hall superblock.
- Provide pedestrian-oriented uses and other pedestrian activation wherever new buildings abut the Pedestrian Corridor in this segment.
- Integrate the Corridor's design with the reconfigured City Hall Plaza/Campus, and conceptual direction for the Metro site.
- If at all possible, provide for a direct pedestrian connection between City Hall and Meydenbauer Center. This may be in the form of a pedestrian bridge over the light rail system.

Pedestrian Corridor Strategy 2: Provide for mostly continuous weather protection along the Corridor.

Under the current Pedestrian Corridor guidelines, weather protection is optional, and no design guidelines are specified. In practice, the extent and placement of weather protection on the frontages of new development has resulted in an overall Pedestrian Corridor with significant gaps. While the Transit Center provides continuous weather protection between 108th Ave NE and 110th Ave NE (primarily for transit users), the weather protection along the rest of the Corridor is generally not effective in providing a comfortable experience in bad weather.

The proposed approach is to provide a more pleasant pedestrian experience and covered areas for pedestrian movement,

outdoor dining and other activities along the Pedestrian Corridor by increasing the amount and continuity of weather protection. The following guidelines would be used for the design and implementation of weather protection.

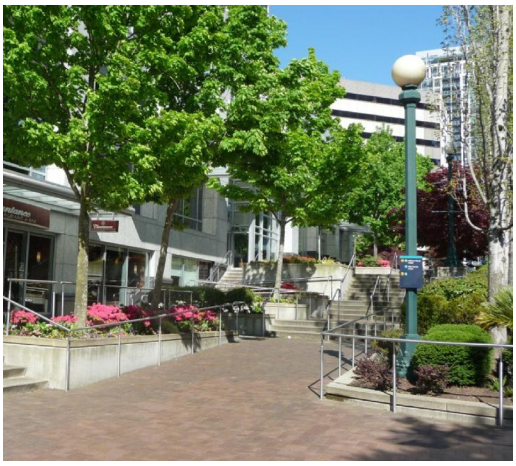
- All new development would be required to provide at least one of the following.
  - » Building front weather protection (e.g. canopy over at least 75 percent of building frontage on the Corridor). The weather protection must be wide enough to cover a pedestrian walking area, and be between roughly 8 feet and 15 feet above grade.
  - » Self-supporting weather protection along at least 75 percent of the building frontage. The weather protection must be at least 12 feet wide to accommodate two small groups passing. (This would need to be coordinated with the opportunity for other freestanding weather protection either publicly or privately constructed in each section of the Pedestrian Corridor.)
  - » Other means of weather protection as approved by the City.
- Weather protection would be provided at "refuge" points at all street intersections along the Corridor in one of two ways: incorporated into buildings at the corner (if canopy on marquees can be within 20 feet of the intersection), or as a freestanding element adjacent to the intersection.
- In addition, there may be opportunities to provide larger weather protection structures in certain areas of the Pedestrian Corridor. A potential location could be a portion of the "Garden Hillclimb", between 107th to 108th Ave NE.

Pedestrian Corridor Strategy 3: Identify methods to better activate the Corridor (including identification of existing Code barriers inhibiting activation).

Given the basic parameters of human sight and movement, research has shown an engaging pedestrian environment provides points of interest at regular intervals. While there are currently no major code barriers to greater activation of the Pedestrian Corridor, there are steps that could be taken to further enhance the level of activity, character, and memorability of the Corridor. The proposed approach is to amend the design guidelines to produce a sequence of stimulating major and minor points of interest and opportunities for diverse activities and engagement as pedestrians move through and linger in the Corridor. Many of the suggested elements are on buildings or associated with the public space fronting them. The elements are intended to stimulate informal activity for individuals or small groups. It is envisioned that these elements will change over time and can be added with new development.

This portion of the Corridor currently lacks any significant activation (left).

Building entrances and outdoor seating help activate this portion of the Garden



Green areas incorporated with informal seating (left).

Outdoor restaurant seating in a "garden setting" (right).

Major Points of Interest: To occur every 60-90 feet along Pedestrian Corridor, or about 15-20 seconds at walking speed. Examples include large landscape features, such as a water feature/fountain/rain garden/tree group; an area designated for programmed events; a gateway structure, such as an archway or a significant piece of artwork; a change in building façade; or a view or vista.

Minor Points of Interest: To occur every 12-18 feet along Pedestrian Corridor, or 4-second intervals at walking speed. Examples include permanent artwork; wayfinding kiosks; areas for temporary use (e.g. flower stand, newsstand); special walkway treatments (e.g. inlaid art, pavement mosaic); benches, picnic tables, outdoor eating areas, moveable seating; or special architectural elements (e.g. sundial, green wall).

Additional Programming Opportunities

Scheduling formal and informal events is an important part of most great public spaces. Currently, programmed events and activities along the Corridor are intermittent with most occurring in the summer months including the Bellevue Downtown Association's "Live at Lunch" series, Bellevue Arts Fair, and Bellevue Farmers Market. In addition, Snowflake Lane occurs along Bellevue Way during the holiday season. Additional planned and spontaneous activities should be encouraged to bring life to the Corridor for people of all ages, abilities, and backgrounds. Organized through an "Activity Overlay", there may also be opportunities to encourage more temporary activities that would change by time of day and season. In examples from elsewhere, having a centralized organizer has helped in

the continuity and proliferation of events. The range of events might include farmers' markets, outdoor coffee carts or food trucks, temporary art shows, small performance areas, and play and game areas for children and adults.

Pedestrian Corridor Strategy 4: Provide opportunities to add landscaping and green elements.

The proposed approach is to include a "landscape concept" in the updated Pedestrian Corridor Design Guidelines that identifies landscape objectives and general principles for each block and the Corridor as a whole. Proposed development projects along the Corridor would then be prepared to demonstrate how the landscaping elements proposed for their development meet the landscape concept for that block. This provision will give the proponents a good deal of flexibility but still provide the basic guidance necessary to achieve the Corridor objectives. Sustainability in landscape and infrastructure design can also be encouraged. The landscape concept will address:

- A strategy for providing both unity and variety along the corridor. Some elements, such as distinctive canopy trees might be used to provide a sense of continuity while others, such as seasonal floral displays could add variety and special interest at key points.
- A landscape palette of plant species and fixtures that will contribute to a desirable pedestrian experience in the Pedestrian Corridor.
- An appropriate ratio of evergreen to deciduous plants and trees, including consideration of those that provide habitat and food for birds and wildlife.
- Fixtures that display attention to design, materials, and craftsmanship.
- Consideration of green infrastructure, including naturalized storm water management techniques through features such as swales, runnels, grates, downspouts, or splash pads used in an artistic or expressive way, along with measures such as permeable pavements and stormwater capture. And, providing
- Options for a wide variety of landscape types including greenwalls, publically accessible roof gardens, and artistic trellises.
- Other Pedestrian Corridor objectives such as those for pedestrian use and activity, safety, opportunities for art, etc.

Sustainability features incorporated into a pedestrian area.

Pedestrian Corridor Strategy 5: Integrate bicycles and other wheeled users to coexist with pedestrians.

ADA Accessibility

There are ADA accessible routes in place for the full length of the Corridor from Bellevue Way to City Hall Plaza. It is, however, important to note that accessibility standards have changed over time and will likely continue to evolve in the future. With about 50 percent of the frontages along the Corridor yet to redevelop consistent with the Pedestrian Corridor guidelines, the proposed approach is to have future portions add to ADA accessibility through increased seating and resting areas, enhanced wayfinding, and otherwise meeting barrier-free standards in place at the time of development.

Current use of the north side of the Pedestrian Corridor for bicycle use near the Transit Center.

"Bike to Work" month is held each May in the Puget Sound Region—cyclists near the Rider Services Building.

Bicycle Accommodation

The 2009 Bellevue Pedestrian & Bicycle Transportation Plan calls for an off-street path along NE 6th Street (Pedestrian Corridor) from Bellevue Way to 110th Ave NE to be developed consistent with design guidelines, and for interim improvements to be pursued where appropriate. No City capital investment or interim improvements have been completed since the plan's adoption. The only mention of bicycles in the current Pedestrian Corridor guidelines is that bicycle parking racks should be encouraged near adjacent streets. The recent work on the Downtown Transportation Plan identified the need to better accommodate bicycles in the NE 6th Street Corridor in response to increasing demand, limited existing east-west bicycle routes, and the need for connectivity across I-405 via the planned pedestrian-bicycle bridge.

The proposed approach to be implemented in conjunction with future development of the Pedestrian Corridor is to allow for safe, low-speed bicycle accommodation of various types, while not disrupting pedestrian movement, safety or comfort. Strategies by segment are as follows:

- Between Bellevue Way and 106th Ave NE: Sign this two-lane portion of NE 6th Street (not fully developed at this time) as a shared facility for bicycle use. This section of NE 6th Street is relatively flat, has low-speed, low-volume auto traffic, and few driveways or intersections.
- Between 106th Ave NE and 108th Ave NE: Accommodate bicycle use of the Pedestrian Corridor in this segment with signage that provides directions and that clearly communicates that pedestrians have the right of way. Because of the topography, explore the feasibility of a signed route that bicyclists can use to safely navigate the grade between 106th Ave and 108th Ave NE.
- Between 108th Ave NE and 110th Ave NE: Use the wide sidewalk on the north side of NE 6th Street adjacent to the Rider Services Building for a bicycle route, accomplished with signage and special surface treatments. This could be done to enhance transit/light rail station access in advance of redevelopment or incorporated into a redevelopment of property to the north.
- Between 110th Ave NE and 112th Ave NE: Use the sidewalk on the south side of NE 6th Street for the bicycle route. The bicycle route will connect west at the 110th Ave NE/NE 6th Street intersection and east to the planned pedestrian/bicycle crossing of I-405.

The rationale for the approach presented

above is that the Pedestrian Corridor is first and foremost for pedestrian movement and activity, with an increasing variety of uses and activity as Downtown continues to develop and light rail opens. Sharing a fairly limited amount of space presents challenges relating to potential pedestrian-bicycle conflicts that need to be addressed Guidelines for the design and implementation of improvements relating to bicycles mixing well with pedestrians could include:

- Maintain pedestrian priority throughout the Corridor, and mark designated lanes or paths for bicycles only in special circumstances to increase pedestrian safety.
- When incorporating bicycle provisions in the Corridor, allow for a 10-foot wide two-way operating path.
- Avoid locating a bicycle route where the likelihood exists of heavy pedestrian traffic or known or planned gathering places.
- Install measures (signage, design elements) as appropriate to keep bicycle speeds below 10 mph (up to 15 mph for the in-street bicycle facility between Bellevue Way and 106th Ave NE).

Other Recommendations

Pedestrian Corridor Strategy 6: Invest in key segments of the Corridor.

Develop a plan for public investment in key sections of the corridor (e.g. Garden Hillclimb, segment between 110th and 112th, bottleneck west of 108th)

Pedestrian Corridor Strategy 7: Develop amenities to make the Corridor inviting to pedestrians.

Design and develop measures to provide wayfinding, overall weather protection, lighting, upgraded pedestrian crosswalks, and other features to make the corridor more inviting.

Pedestrian Corridor Strategy 8: Investigate opportunities for public/private partnerships.

Seek opportunities to build and expand upon partnerships between the City, Corridor property owners/tenants, and others to support richer array of events and activities along the corridor

Pedestrian Corridor Strategy 9: Seek creative funding for a grand design.

Explore creative funding to help design and implement a City-sponsored "grand" design for the corridor

Pedestrian Corridor Strategy 10: Consider the potential for a new identity for the Corridor.

Explore the potential benefits of changing the corridor's name and/or "re-branding" it to increase its appeal.

DESIGN GUIDELINES

Background

The Downtown Subarea Plan and the Urban Design Element include extensive direction on the design qualities expected of new development. This policy direction is implemented through the design guidelines established in the Land Use Code and the administrative design review process. In particular, new development is to be aesthetically attractive and pedestrian-friendly, and is to minimize or mitigate its impacts on the public realm. This helps ensure that new development will contribute to the urban environment and create an increasingly vibrant city center.

An important distinction of design guidelines is that in many instances, their implementation is open to some degree of flexibility (i.e., in contrast to a rigid numerical standard, the design guidelines may be applied differently by individual developments). The Code includes design guidelines that apply to the entire Downtown, as well as district-specific guidelines that reinforce the character of the various Downtown neighborhoods. Updated design guidelines can incorporate newer urban design ideas that have emerged about the future of Downtown, further reinforce the pedestrian vitality of the area, and promote the unique character of neighborhoods within Downtown and establish a more streamlined and accessible review process.

Under current code, design guidelines are applied through the Land Use Administrative Design Review Process. All new development and major remodels are subject to the guidelines. Design Guidelines are found in multiple code sections and based on where an individual development is located, multiple set of guidelines apply. For example development in the Core would be regulated by 1) Core Design District, 2) Pedestrian Corridor and Major Public Open Space Guidelines, and 3) Building/Sidewalk Relationship Guidelines.

How do design guidelines relate to livability?

» 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

Multiple sections of design guidelines can apply to a single development, in some cases creating repetition and/or confusion.

The Land Use Code audit assessed development character in Downtown. The audit noted that, in some cases, the relationship between buildings and the sidewalk is poor and includes narrow sidewalks along key streets, discontinuous weather protection, blank walls and lack of detailing, detracting from the overall pedestrian experience. In addition, some recently constructed building facades are lacking in human-scaled details that can add character to the building and the streetscape. While many recent developments have successfully executed facades to add character and visual interest, a number would have benefitted from additional guidance. Last, some existing buildings have used façade materials that may not convey a sense of quality, durability, and permanence; or may be challenging to install correctly.

Major benefits of updated design guidelines include:

- Reinforcement of the sense of unique, memorable and distinctive Downtown neighborhoods.
- Increased pedestrian connectivity and permeability between Downtown and its neighbors.

- More guidance and specificity on view protection from public spaces is needed, including distant views for drivers and pedestrians.
- Greater potential for creating attractive rooftops that contribute to Downtown's skyline, are attractive when seen from other nearby taller buildings, gracefully screen rooftop mechanical equipment, integrate sustainable design features and incorporate useable space on rooftops.
- Use of materials that help express each neighborhood's context and character.
- Through-block connections that provide pedestrian connectivity, reinforce the character and identity of individual districts and Downtown as a whole.

CAC Discussion

CAC discussion of design guidelines focused on the following key points:

- Design guidelines should be used to help reinforce neighborhood character and identity within Downtown. Each of the districts in the Downtown has a different personality and serves a different purpose. Going forward it will be important to preserve the differences among the districts.
- Refinement and calibration of the Amenity Incentive System should be used to help reinforce neighborhood identify and character.
- Old Bellevue is a good example of where design guidelines and specific standards have helped reinforce a unique character. There are areas that do not as yet have strong identifiable characters and some guidance modifications would be appropriate.
- Some new buildings have interesting rooftop designs, but there is still room for improvement relating to incorporation of gathering spaces, green elements and screening of mechanical equipment.
- The pedestrian environment and street right-of-way should incorporate ideas from the Great Streets document, Downtown Design Charrette, and recommendations from the Transportation Commission. Important elements include where to focus retail activity, open space and green elements, connectivity through superblocks, weather protection, and accommodations for mobility impaired users.
- The City should explore potential process modifications that allow developers some flexibility through design departures to encourage creativity and unique architecture. Consider inclusion of more public meetings where input from the public can be considered.

Recommendations

Code-Related

Design Guidelines Strategy 1: Improve Code Clarity and Readability.

Consolidate and reformat the Downtown design guidelines for improved clarity and readability around the following major elements:

- Intent: An initial concise statement of the objective of the guideline
- Guideline: Explanatory text describing the details of the guideline
- Examples of recommended treatment: Textual and graphic examples of recommended development consistent with the intent of the guideline
- Examples of non-recommended treatment: Textual and graphic examples of development that does not meet the intent of the guideline

Visual examples will be included. These are models to illustrate successful treatments and Code intent rather than a precise design to be replicated.

Design Guidelines Strategy 2: Refine content of design guidelines.

Update the content of the design guidelines in the following areas:

a) Building frontages/sidewalk relationships
b) Pedestrian circulation/through-block connections
c) Building and public realm materials
d) Façade treatments
e) Rooftop design
f) Public views
g) Reinforcing neighborhood character
h) Transition to adjacent neighborhoods

a) Building frontages/sidewalk relationships

Amend building/sidewalk right-of-way designations to better depict where the highest levels of pedestrian activity are to be concentrated—along Main Street in Old Bellevue, the Bellevue Way shopping-theme street, and the Pedestrian Corridor. Clarify expectations about frontage treatments on other street types, providing added flexibility where appropriate. Continue to ensure that all building frontages are pedestrian-friendly. The maps and charts below and on the following pages summarize the recommended approach.

BUILDING/SIDEWALK RIGHT-OF-WAY DESIGNATIONS - EXAMPLES REVIEWED BY COMMITTEE

Right-of-Way Designation	Ground Floor Frontage	Visual & physical access	Weather protection[3]	Entry or other major points of interest[4]	Sidewalk Standards	Vehicular Access
Pedestrian Corridor/ High Streets Most intensely pedestrian activated streets	100% PAF[1]; 13-15'min. grnd flr ceiling ht.	75% min.	75% min.	Every 60' max.	Undeveloped parcels implement recommendations from the Downtown Transportation Plan Update for sidewalk widths. Curbside planting w/street trees on all streets without on-street parking.	None, except where no other option available
Commercial Streets Streets in the core with a balance of retail and other uses	50% PAF[1] min; 50% service [2] max; 13-15' min. grnd flr ceiling ht	75% min.	75% min.	Every 75' max.		Yes with limitations
Mixed Streets Streets outside the core that accommodate a variety of uses	Developer choice – mix of PAF[1], service[2], office, residential, and green walls; 13-15' min. grnd flr ceiling ht	75% min.	75% min.	Every 90' max.		Yes with limitations
Neighborhood Streets Streets outside the core with a residential and neighborhood services focus		50% min.	50 % min.	Every 90' max.		Yes with limitations
Perimeter Streets Streets with a neighborhood focus, scale, and transition to adjacent single family neighborhoods. Includes a 20 ft landscape buffer between sidewalk and building	Developer choice – mix of PAF[1], service[2], office, residential, and green walls; 13-15' min. grnd flr ceiling ht. Parking permitted with special conditions	50% min.	50% min.			Yes with limitations. Primary access off streets not facing residential neighborhoods

1 Pedestrian-Activate Frontage (PAF): Retail and personal services that generate pedestrian activity including retail stores, groceries, drug stores, shoe repair, cleaning, floral, barber, and beauty shops, art galleries, travel agencies, restaurants, and theaters
2 Service: A range of personal and professional service uses including, finance, insurance, real estate, and business services. Designs for these uses are intended to be pedestrian-attracting in nature.
3 Weather protection required at all entries - included in required minimum. Portions of projects with townhouses or live/work units may require reduced weather protection.
4 Major Points of Interest: An element such as a large landscape feature, event space, art, water feature, open space, and through-block connection.

Pedestrian Corridor/High Streets

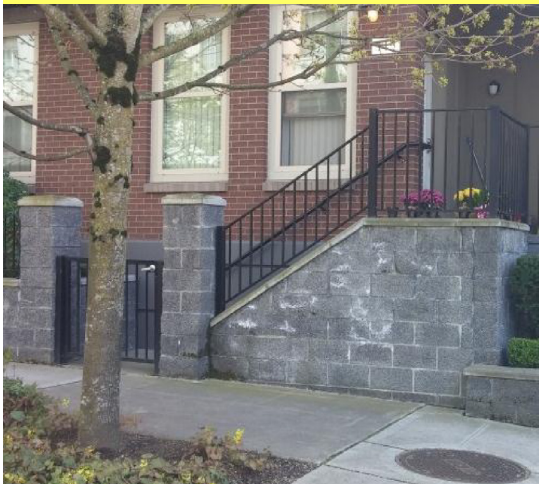
Pedestrian Corridor/High Streets

Commercial Streets

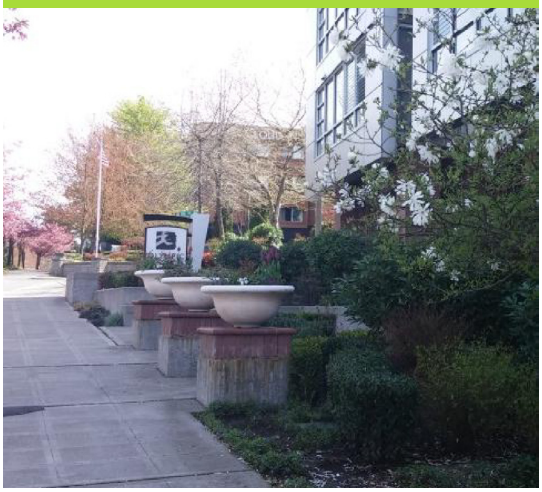
Mixed Streets

Prototypical examples of each of the proposed right-of-way designations.

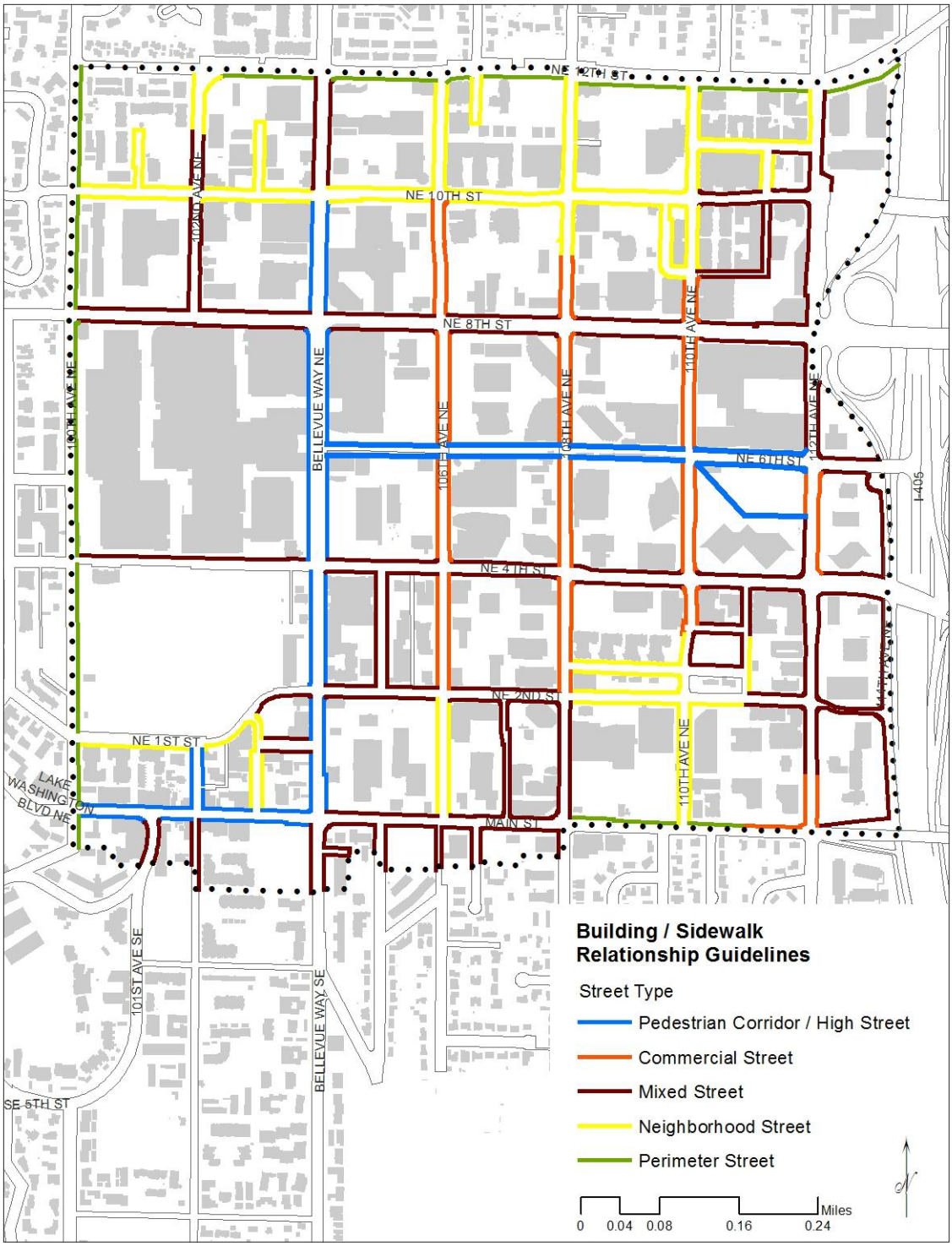
Neighborhood Streets



Perimeter Streets



Proposed Right-of-Way Designations: Building/Sidewalk Relationships.



b) Pedestrian circulation/through-block connections

- Add a map to the Guidelines that identifies existing through-block connections and desired locations for new ones. The locations for new connections will be conceptual in nature—allowing the flexibility for development to make adjustments based on proposed uses and unique site conditions. Existing guidelines require that through-block connections form logical routes from origins and destinations. The proposed concept emphasizes that such connections are well-integrated with the proposed and surrounding development, and that they are safe and pedestrian-friendly.
- Create options for design of through-block connections. To help ensure that these connections are integrated with the development, applicants would choose among four types of frontages (combinations are acceptable). The guidelines will include provisions for through-block connection location based on conceptual Downtown-wide master plan, ADA accessibility, common wayfinding installed at the intersection with a public sidewalk, documentation of CPTED principles, recommended dimensions, as shown in the table on the following page.

c) Building and public realm materials

Emphasize the use of high quality materials that enhance the street environment while maintaining compatibility with adjacent buildings. Recommended materials and finishes will convey a sense of depth, quality and durability, and not artificial, thin "stage sets" applied only to the building's surface. Rather than prohibit certain materials that have been problematic, the approach will include special conditions on their use to ensure they convey a sense of quality. In addition, the revised guidelines should include a menu of recommended materials and scale, to convey district character. These recommendations would be used to describe the desired character and quality of materials, not to predetermine options. Architectural diversity, rich layering of design elements, and fine grain character are encouraged.

d) Façade treatments

Provide additional direction on building massing and articulation. Guidelines will emphasize that buildings have a distinct top, middle and bottom. For buildings with wider facades (>120-140'), require more substantial articulation to reduce perceived scale and add visual interest. At the street level, continue to place strong emphasis on ground-level differentiation and the use of building articulation, windows, materials, textures, colors and unique site characteristics that create a quality and inviting public realm, and a human scale.

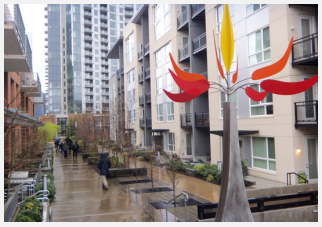
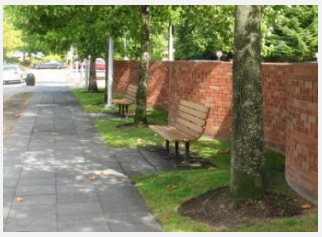
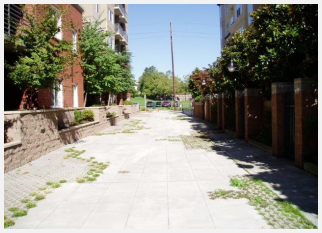
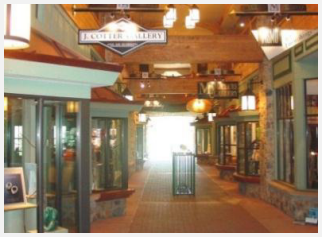
e) Rooftop design

Strengthen the current guidelines relating to rooftop design, including providing elements that contribute to a more memorable skyline, good and bad examples of rooftop mechanical equipment screening, and suggested treatments for large flat areas. Utilize appropriate incentives:

- Building off the existing 15'/15% allowance, allow departure for increased building height if the additional height is needed to accommodate architecturally integrated mechanical equipment and/or interesting roof forms.
- As an incentive to encourage use of rooftops for recreational open space for building occupants, allow rooftops or enclosed top stories (penthouses) to be used as non-leasable common areas without counting against FAR calculations. Also promote green roofs and rooftop solar panels.

Options for design of through-block connections.

OPTIONS FOR DESIGN OF THROUGH-BLOCK CONNECTIONS

Frontage	Description	Examples
A. Retail Connection (12 ft. clear minimum – consistent with existing guidelines)	Retail storefronts with generous window transparency, pedestrian entries, weather protection, and outdoor seating/dining areas.	
B. Residential Activation (6 ft. clear minimum)	Stoops or similar residential frontages with private individual entries, private individual patio frontages, lobbies/ common residential entries or other common facilities with generous transparency/activation elements.	
C. Passive/Walk-through (6 ft. clear minimum)	Passive corridors that connect uses and open spaces and featuring landscaping, lighting, human scaled details, and other pedestrian amenities.	
D. Vehicular plus Pedestrian Access (6 ft. clear pedestrian access vehicular access TBD)	Connections could take the form of a low traffic route where autos and pedestrians share space) or separated access. Lighting, landscaping, and or other design element separates autos from pedestrians to create a safe and attractive pedestrian route. Frontages along the sides may be landscaped or building walls with transparency and human scaled details that add visual interest.	
E. Through-building connection (project specific)	Some building types lend themselves to through-block connections open to the public during business hours. Hotels, shopping, office buildings, and community uses may provide a safe and weather protected route through a block or large scale development.	

f) Public views

Emphasis will continue to be placed on views from public spaces, such as the Downtown Park, Pedestrian Corridor, and major rights of way. Important views will be identified, described, and, where possible, mapped. Design guidelines will be developed to preserve those views to the extent feasible.

g) Reinforce neighborhood character

The seven major Downtown neighborhoods are shown in the figure on page 14. The updated design guidelines will emphasize opportunities to reinforce the character and distinctiveness of these neighborhoods. This theme will be "woven" into each of the major design guidelines topics. This will build off the related open space and building frontage elements discussed earlier in this document.

h) Transition to adjacent neighborhoods

- Make changes to Perimeter Area and DT-OLB bulk and height dimensional standards described in the Building Height and Form recommendations. As part of this change, review and refine design guidelines to ensure that building facades and landscaping elements continue to present an appropriate "face" to adjoining neighborhoods. Tower spacing and preservation of views from public spaces should also be addressed.
- Design guidelines will promote the presence of through-block pedestrian connections and neighborhood-tailored open spaces that create improved permeability for adjoining neighborhoods.
- In the DT-OLB District between 112th Ave NE and I-405, streetscape guidelines will apply for the first time; in the past this area has not been subject to streetscape (Building/Sidewalk) Design Guidelines.

Design Guidelines Strategy 3: Update review procedures.

Maintain the current administrative design review process and allow greater flexibility for departures.

Administration and Review Process. With the goal of fast and predictable application of Design Guidelines Standards and Guidelines will continue to be through the Administrative Design Review Process; a process managed by the Land Use staff of Development Services and incorporating expertise from all departments in the city.

Departure Criteria. To further encourage exceptional design, additional flexibility is proposed. Guidelines for which a departure is available are noted in the section above. Proposed decision criteria include:

- The departure would result in a development that better meets the intent of the adopted design guidelines and statements of intent.
- A public benefit is derived from the departure.

Examples of departure opportunities:

- Entry and points of interest spacing
- Percent weather protection and windows and entries
- Design criteria for features in the amenity incentive system
- Ground floor frontage
- Landscaping
- Sidewalk widths

AMENITY INCENTIVE SYSTEM

Background

A key tool for achieving the Downtown vision has been the Amenity Incentive System, which provides for buildings to earn "bonus" intensity (increased floor area ratio (FAR)) and height in return for providing public amenities. The Downtown Subarea Plan, adopted in 2004, and consistent with the Plan in place since 1979, promotes this bonus system as a way to accomplish the public objectives set forth in the Plan. It directly calls out incentives for certain features, such as residential uses, development of themed streets, and reinforcing the unique characteristics of Downtown neighborhoods.

The current list of amenities eligible for bonus FAR and height is quite extensive. It includes 23 amenities, each with specific design criteria and a bonus rate used to calculate the amount of added floor area earned. When first adopted in the early 1980s, the bonus rates were based on the developer's cost to deliver a given amenity, converted to the value of extra development rights (FAR) received. These rates have not been recalibrated for many years

Floor area ratio is the ratio of the total square feet of a building to the total square feet of the property on which it is located.

Several incentives have been identified as noteworthy:

- Development of the Major Pedestrian Corridor and its related Major Public Open Spaces receives a "super-bonus" of height in the Core Design District above what can be earned for any other amenity.

How does the amenity incentive system relate to livability?

» 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

- First and second levels of retail are highly incentivized by being "free" FAR; i.e. they are not counted against the FAR maximums and can allow a building to include significantly more floor area than the stated code maximums.
- "Basic Floor Area Requirements" ensure that all developments meet a minimum threshold of amenities, typically at the ground level and oriented to a public right of way. Qualifying basic amenities are a subset of the larger whole, and include pedestrian-oriented frontage, weather protection (arcades, marquees and awnings), some open space features and others.
- Pedestrian-oriented frontage is required in many cases, and is also eligible for incentive.

Changes to the Amenity Incentive System should consider such factors as:

- The amenities most important to achieving livability and desired future for Downtown.

- What features need to be incentivized versus what development will do without incentives.
- The economics of development, to ensure that the modified incentive system is feasible and acts as a real incentive.

CAC Discussion

CAC discussion of the Amenity Incentive System focused on the following key points:

- Focus on the factors that would ultimately make Downtown more livable; should be tangible and give back to the community.
- Strong interest in how the incentive system and design guidelines can be used to help reinforce Downtown neighborhood identity (i.e. a district by district approach).
- Potentially modify some of the existing amenity definitions and more clearly direct where they happen within Downtown.
- Some amenities could potentially shift to be requirements (such as weather protection) rather than a bonused amenity.
- The structure of the bonus rates should clearly reflect the most desired amenities.
- A "superbonus" might apply to extraordinary or iconic design features; special design review would be needed.
- The incentive system should be efficient, predictable, not overly complex, and encourage creative design.
- The incentive system should be economically viable; it should act as a real incentive and not deter development. Changes to the current incentive system may necessitate an increase in base density/height.
- The system should be updated more frequently and have the ability to address Downtown needs as they change; creative, new concepts may arise that make sense to bonus in some way.
- Fee-in-lieu collection through an amenity system should relate to the area where the project occurs.

Recommendations

Amenity Incentive System Strategy 1: Update amenities to be included in the Amenity Incentive System.

The CAC has identified the following overarching themes regarding amenities:

- Focus on amenities most important to achieving livability and desired future for Downtown.
- Consider what needs to be incentivized vs. what market will do without incentives.
- Provide flexibility to encourage creative design.
- Amenities should help reinforce Downtown neighborhood identity.
- Modified incentive system must be feasible and act as a real incentive.

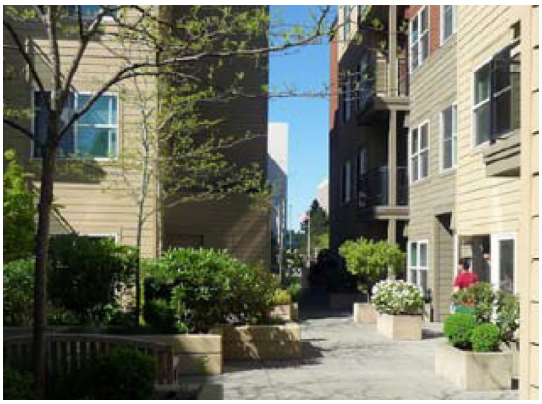
In the table on the following page, the CAC identified current and potential additional amenities that should be considered for the Amenity Incentive System. The CAC has specific direction on a few items as follows:

- The current amenities list includes underground and above-ground parking as well as residential uses. CAC discussion focused on whether these are still uses that are considered an amenity that a development should get bonus area for or whether they are uses that will be provided regardless of incentives.
- The CAC discussed the potential inclusion of affordable housing as a new item to add to the amenity system. The CAC provided direction

List of existing and potential new amenities

Existing Amenities	Potential New Amenities
Public Gathering Spaces/Placemaking	
Major Pedestrian Corridor	Signature Streets
Pedestrian Oriented Frontage	Third Places, gathering places
	Farmers Market Space
Neighborhood-Serving Uses	
Public Meeting Rooms	None
Child Care Services	
Retail Food	
Space for Non-profit Social Services	
Parks/Green/Open Space	
Outdoor Plaza	Upper Level Plaza
Landscape Feature	Green Space/Open Space
Landscape Area	Pocket Parks & Urban Courtyards
Donation of Park Property	Green Streets Concepts
Residential Entry Courtyard	Landmark Tree Preservation
Active Recreation Area	Significant Tree Planting
Enclosed Plaza	Activated Rooftops
Parking	
Underground Parking	None
Above Grade Parking	
Above Grade Parking in Residential Bldg	
Housing	
Residential Uses	Affordable Housing
Arts and Culture	
Performing Arts Space	Art Space
Sculpture	Historic Preservation and Cultural Resources
Water Feature	
Design	
None	Iconic Features (i.e. rooftop, tower, etc.)
	Increased Setbacks for Light/Air
	Small Lot Interesting Architecture
	Sustainable Features/Practices
	Freestanding Canopies at Corners
	Pedestrian Bridges

"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 bonused through the incentive system.



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

People enjoying the amenities of 106th Avenue NE, the entertainment street.

for additional evaluation of affordable housing regarding the nature of bonus, relationship to what market is delivering, and how it might tie in with multifamily tax exemption program being considered by Council.

Amenity Incentive System Strategy 2: Make weather protection a development requirement.

Shift "weather protection" from the amenity system to be a development requirement, implemented in appropriate locations through the updated design guidelines.

Amenity Incentive System Strategy 3: Consider neighborhood-specific weighting.

Recognizing that a common theme is to reinforce and promote the unique identify of each neighborhood in Downtown, the CAC discussed the potential to weight incentives differently depending on where the development is located and the unique character and needs of each neighborhood.

Amenity Incentive System Strategy 4: Develop method to consider alternative amenities.

The CAC was interested in having a method for developers to suggest amenities that were not on the formal list. There would be a process developed to review them and provide an appropriate bonus.

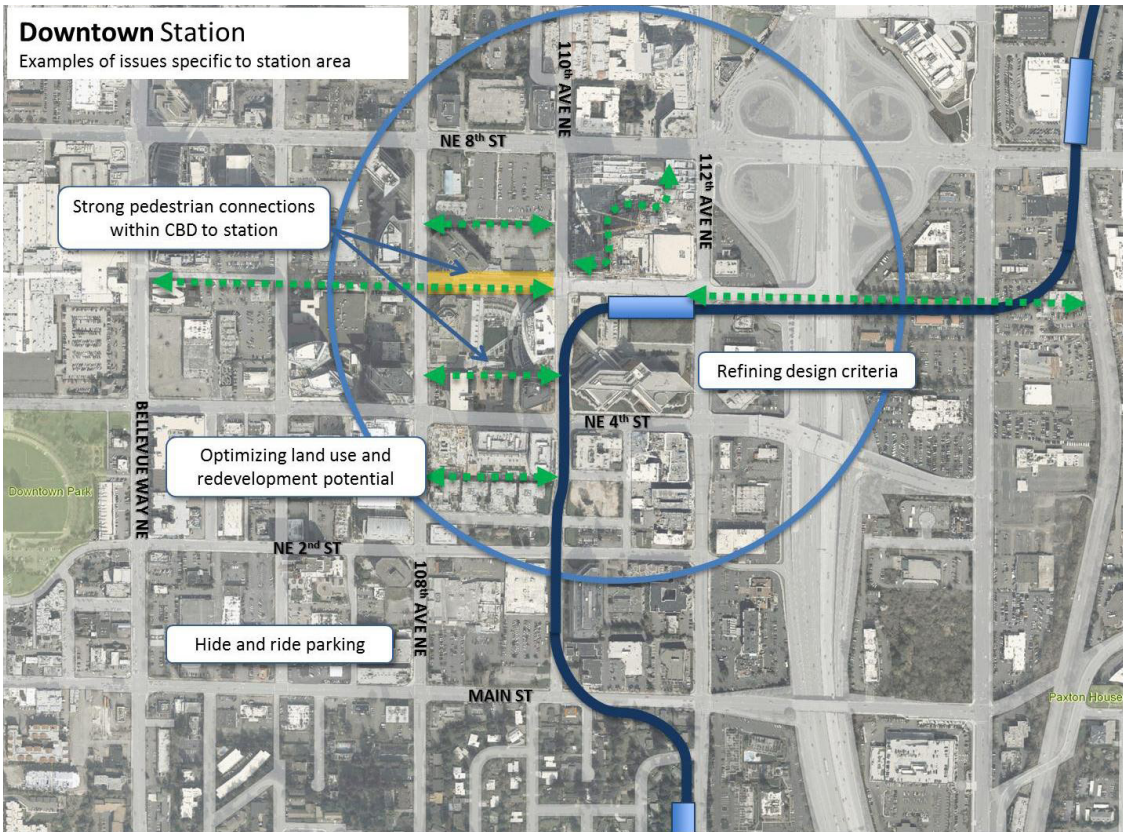
Amenity Incentive System Strategy 5: Recalibrate economics of amenity incentive system.

Conduct an economic analysis to consider how recommended changes to the amenity incentive system may affect development economics and ensure a good balance of public benefit and economic return. The economic analysis will include:

- Identification of the lift to the amenity system provided by any height and/or density increases.
- Evaluation if there is sufficient market demand in the near- and long-term to develop properties at various height and

density levels. The anticipated demand in excess of the base zoning will help inform the revisions to the incentive valuation.

- Analysis of how the base densities should be modified to take into account added development requirements or other changes to the current incentive system.
- Pro-forma analysis of development scenarios (office, residential, mixed-use) to determine project feasibility and ability to contribute to the incentive system.
- Develop incentive pricing and calibration (with fee-in-lieu provisions) based on the most desired amenities, cost to produce, and value derived from height and density increases.



NE 6th St Downtown Station with a ¼-mile "as the crow flies" radius.

Also shown are some examples of issues to be addressed through station area planning.

STATION AREA PLANNING

Background

The East Link light rail project, slated for completion in 2023, will include six stations in Bellevue that will provide connections within the City as well as to the greater Eastside, Seattle, and Sea-Tac Airport. In 2007-2008, the City undertook an effort that culminated in the Light Rail Best Practices Report. The report highlighted the importance of station area planning and provided policy direction that was subsequently adopted into the City's Comprehensive Plan. Now that the locations of all six light rail stations have been determined, the City is initiating station area planning efforts. The Downtown Livability Initiative and Downtown Transportation Plan Update processes were identified as the appropriate venues to plan for the Downtown light rail station at NE 6th Street.

The primary objectives of all station area plans are to:

- Engage the community in a planning process that establishes a clear vision and community goals for each station area.
- Identify and prioritize City-funded capital investments that enhance the community and help to integrate the station with the surrounding area.
- Optimize access to the station by pedestrians, bicyclists and transit patrons.
- Support the land use vision in Bellevue's Comprehensive Plan for each neighborhood adjacent to light rail and encourage appropriate redevelopment where consistent with the City's land use vision.

Station area planning is a new concept for Bellevue. While the Comprehensive Plan includes many policies that support transit use and transit-oriented development, there

is nothing specifically listed in the current Downtown Code relating to the light rail interface. A number of code implications related to station area planning have been addressed in other modules that are part of the Downtown Livability scope, such as the intensity of buildings and standards for sidewalks in the vicinity of the station. Through this effort, non-code-related investments were also be identified for inclusion in the Downtown Transportation Plan project list.

For Downtown, station area planning will help establish a collective vision for the station area, ensure a compatible fit of light rail within Downtown, capture the value of transit, and optimize Downtown and community connectivity to the station. Station area planning is distinct from issues that pertain to design, construction and mitigation of the light rail facilities themselves (e.g. stations, light rail guideway and related Sound Transit facilities). These are addressed through the City's design and mitigation permitting process, which is separate from station area planning.

CAC Discussion

The CAC's specific observations on station area planning addressed the following topics:

Desired character of station area.

- The NE 6th Station is located in the Civic/Convention District. The station will bring significant changes to the entire corner of NE 6th/110th and adjacent streetscapes.
- The character of streets such as 110th Avenue NE should reflect their proximity to the light rail station.

Pedestrian, bicycle, and transit linkages.

- Crosswalks and intersections leading to the light rail stations for both pedestrians and bicyclists are important; safety and convenience should be key issues.
- Downtown Station has two points of access; one at NE 6th/110th and the other at NE 6th/112th. While the 112th Ave access will be secondary, it will still require pedestrian and bicycle access improvements.
- Planning needs to address the fact that bike access to the Bellevue Transit Center and future light rail stations is not convenient, thereby discouraging use of the facilities.
- The Pedestrian Corridor will become more important, because its the eastern end will be anchored by the light rail station.
- Weather protection along sidewalks and intersections is intermittent, and lack of it discourages pedestrians; additional weather protection will promote walking to transit.
- Through-block connections will provide convenient pathways to the Bellevue Transit Center and future light rail stations.

Transit-oriented development

- Downtown already has provisions for land use supportive densities in place in most areas (see DT-OLB bullet).
- While the primary Downtown station is located at NE 6th Street, a portion of the East Main station area has implications for the southeast portion of Downtown.
- The DT-OLB District is adjacent to the two station areas, and may be appropriate for additional transit-oriented development opportunities.
- There may be transit-supportive land uses directly adjacent to the Downtown light rail station.

Traffic and parking management

- Casual drop-off of riders frequently occurs in-lane on 110th with no apparent disruption of traffic flow.
- There may be implications for future parking demand in and around the station area.
- "Hide & ride" parking is a potential issue.

Coordination with East Link/Sound Transit

- The City should explore opportunities for use of remnant parcels and redevelopment of staging areas.
- Wayfinding is an important component of the light rail investment (coordination to occur between City and Sound Transit on design and placement).
- While design coordination and review of Sound Transit facilities will occur through the City's permit process, it will be important to consider the implications of these facilities on surrounding areas of the Downtown.

Recommendations

As indicated by the preceding discussion, many aspects of station area planning are intertwined with other topics studied for the Downtown Livability Initiative. Accordingly, the land use and design implications of the NE 6th Street and East Main light rail stations have been integrated into the recommendations for these other topic areas. Examples include:

- Recommendations for design guidelines call for activated areas and streetscape at entrances to the NE 6th station.
- Optimization of density and uses for transit-oriented development is addressed in an updated vision for the DT-OLB District.
- The importance of a strong connection between the pedestrian corridor and the NE 6th station is recognized in the Pedestrian Corridor recommendations.
- The Public Open Space recommendations call for evaluating a nonmotorized connection across I-405, which would increase connectivity to the station from areas east of I-405.

BUILDING HEIGHT & FORM

Background

Downtown Bellevue's urban form is often called a "wedding cake," with a layering of building intensities and heights. The most intense and highest buildings are planned for the central Core and transition outward toward the edges of Downtown, which adjoin older residential neighborhoods. This form was intended to create a strong and legible skyline, focus the most intense development where it can be served by multiple travel choices, and provide for a graceful transition between Downtown and adjoining neighborhoods.

In most zoning districts, residential buildings are permitted more intensity (expressed in floor area ratio (FAR) and height than nonresidential buildings, in part to incentivize residential uses and in part due to the smaller floorplates and more slender form of residential towers, as compared to more bulky office towers.

How do height, FAR and floorplate size relate to building form?

Height, floorplate and FAR standards work in conjunction with each other to define building form. For example, a hypothetical 40,000 sf site with a 5.0 FAR would allow 200,000 sf of building area. Depending on height and floorplate standards, this building area could be developed in a variety of forms; some examples are shown below.

Site Area	FAR	Buildable Area	Floorplate Area	Building Height
40,000 sf	5.0	200,000	10,000 sf	20 stories
			20,000 sf	10 stories
			25,000 sf	8 stores

How does building height and form relate to livability?

- 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 FAR to add "lift" to incentive system for more public amenities
- Opportunity to create a more distinctive skyline
- Encourage more interesting and memorable architecture
- Potential to add density around light rail transit investment

Building Heights

Zoning standards establish "basic" and "maximum" allowable building heights for both residential and nonresidential development. Maximum building heights may only be achieved by participation in the amenity incentive system. Building heights are highest towards the center of Downtown and generally taper down towards the edges. In the center of Downtown, an ultimate height limit of 450 feet is achievable. On the north, west,

and south edges of Downtown are Perimeter Design Districts, which provide for a transition to lower height and density.

Density/Floor Area Ratio (FAR)

Density provisions, expressed in floor area ratios (FAR) for Downtown Bellevue, follow a similar structure as building heights, where a "basic" and "maximum" allowable FAR are set for both residential and nonresidential development. Floor area ratio is defined as the gross floor area in square feet, excluding parking and mechanical floors or areas, divided by the site area in square feet. To obtain the basic FAR, development must provide a prescribed amount of amenities. To reach the maximum permitted FAR, development must participate in the FAR Amenity Incentive System.

Floorplates

Floorplate refers to the size of an individual floor in a building. There are maximum allowable floorplates for residential and nonresidential for each of the Downtown districts that apply to floors above 40 feet in height, with additional direction for floors above 80 feet in height. Nonresidential buildings are allowed larger floorplates than residential buildings. Office towers typically have 20,000 to 24,000 square foot floorplates, while residential towers typically have 8,000 to 13,000 square foot floorplates.

Principles

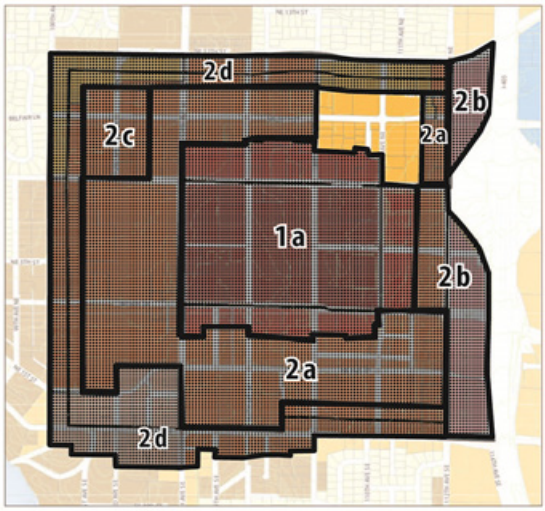
Building height and density are often sensitive subjects in any planning discussion. The CAC used the following principles to help guide their work on any potential changes.

- The additional height or density would 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.

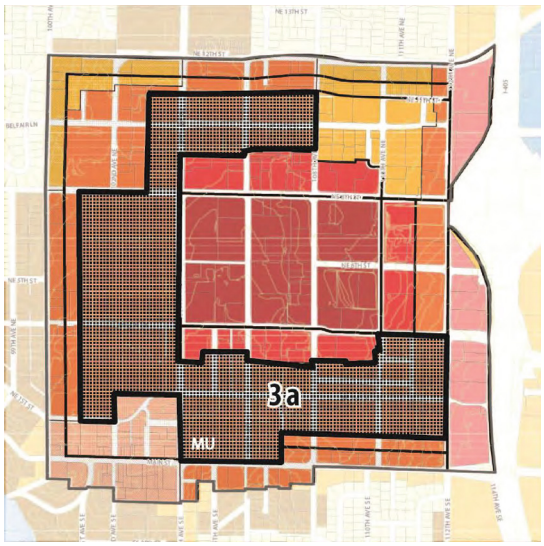
Analysis Areas

The CAC considered height and form options in six geographical areas of Downtown as listed below and described in more detail in the CAC recommendations section.

- **Area 1A** focused on the Downtown Core O-1 and O-2 districts: Included consideration of additional height alone; or additional height and density (through increased FAR), to help accentuate the "wedding cake"; or retention of current standards.
- **Area 2A** focused on the Mixed Use (MU) District: Included consideration of additional height alone; or additional height and density, or retention of current standards.
- **Area 2B** focused on the Office Limited Business (OLB) District: Included consideration of additional height and density; or retention of current standards.
- **Area 2C** focused on the "Deep B" portion of the Perimeter Design District in the northwest corner of Downtown: Included consideration of additional residential heights with no increase in FAR; or retention of current standards.
- **Area 2D** focused on the "A" and "B" areas of the Perimeter Design Districts: Included consideration of additional residential heights with no increase in FAR; or retention of current standards.
- **Area 3A** focused on the Mixed Use (MU) District: Included consideration of whether to raise allowable heights and densities for nonresidential (primarily office) development to equal those for residential development; or retention of the current standards where residential is allowed taller and higher density buildings.



Areas under consideration for 1A & 2A-2D



Area under consideration in 3A

CAC Discussion

CAC discussion of building height and form focused on the following key points:

- The wedding cake concept has generally been successful for Downtown Bellevue. Some modifications may be warranted, and should recognize that height and density are particularly sensitive issues in the Perimeter Areas on the edges of Downtown.
- Interest in how additional height might be used to achieve a more memorable, iconic Bellevue skyline.
- Interest in exploring potential height increases in the Downtown core where the current limit is 450 feet, in exchange for extraordinary amenities. Based on building blocks of 150 feet, 600 feet is the next logical step for maximum height.
- Explore height increases for iconic roof features (non-occupiable space) based on a set of design criteria.
- May be some opportunities to allow additional height in areas outside the Downtown core in exchange for extraordinary amenities, including more open space or pedestrian connections.
- The DT-OLB District in particular should be analyzed for potential height and density increases; given its proximity to the freeway and to light rail.
- Residential and nonresidential/office towers have different floorplate needs, and thus the same density results in different building heights. Residential typically has smaller floorplates to allow for light and air into units and to maximize use of each story. Office typically desires larger floorplates from a construction efficiency and tenant perspective.
- Members of the CAC had mixed opinions on equalizing residential and nonresidential height and density provisions in DT-MU district. Some felt residential should continue to be allowed to be taller and of higher density. There was some concern about allowing higher office towers in DT-MU district with significantly larger floorplates than residential towers, but also a sense that Downtown residential no longer "needs" a density/height incentive.

CAC Recommendations

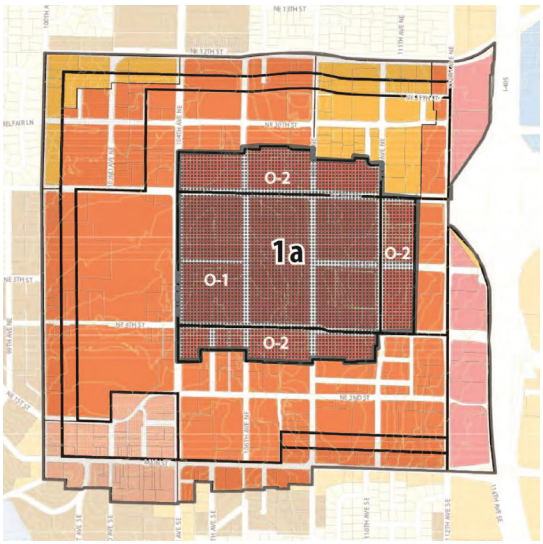
The CAC recommends further consideration of increased allowable building heights and density in portions of Downtown, in exchange for provision of exceptional amenities better urban design outcomes. While recommendations are being forwarded to the Council based on consensus of the CAC and 3D modeling of specific building heights and densities, more work is needed to flesh out a number of factors including: the precise increase in height and/or FAR, as applicable; tower design and separation; transition issues; effect of added FAR/height at pedestrian scale and larger scales; and mitigation of any localized traffic impacts in cases where added FAR is under consideration. Specific recommendations for each of the six geographical areas are described below.

Area 1A: Downtown O-1 & O-2 Districts (Core)

What was Considered

The CAC considered both additional height, and additional height and density in the O-1 and O-2 districts. For analysis purposes, heights up to 600 feet in O-1 and 400 feet in O-2 and a 20% increase in maximum FAR in both zones were considered.

An example of illustrated comparisons used during the CAC process of increased building height in the O-1 & O-2 districts compared with status quo (current zoning) are shown on the following page.



Area under consideration in 1A

CAC Recommendation

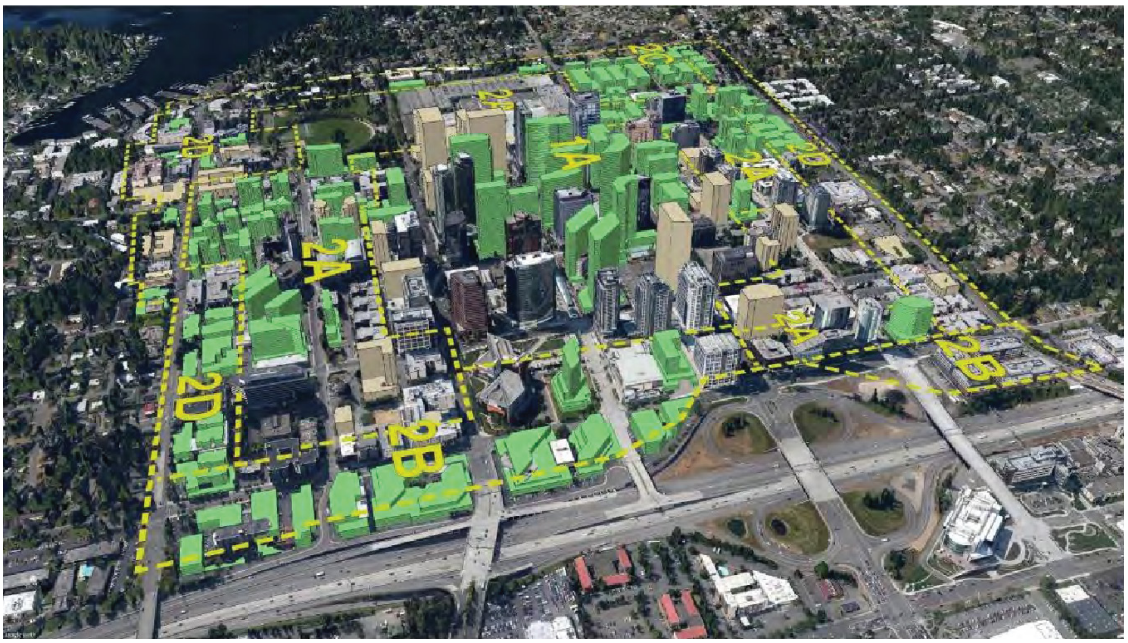
The CAC recommends further consideration of building heights of up to 600 feet in the O-1 district and up to 300 feet in the O-2 district to help accentuate the "wedding cake" form. No change to maximum FAR is recommended, provided residential FAR is currently unlimited in the O-1 district, but implications of this were not discussed in detail by the CAC.

The CAC felt that 600 feet would be a logical next step for building heights in O-1 (up from a current maximum of 450 feet), and that a modest increase from 250 feet to 300 feet was warranted in the O-2.

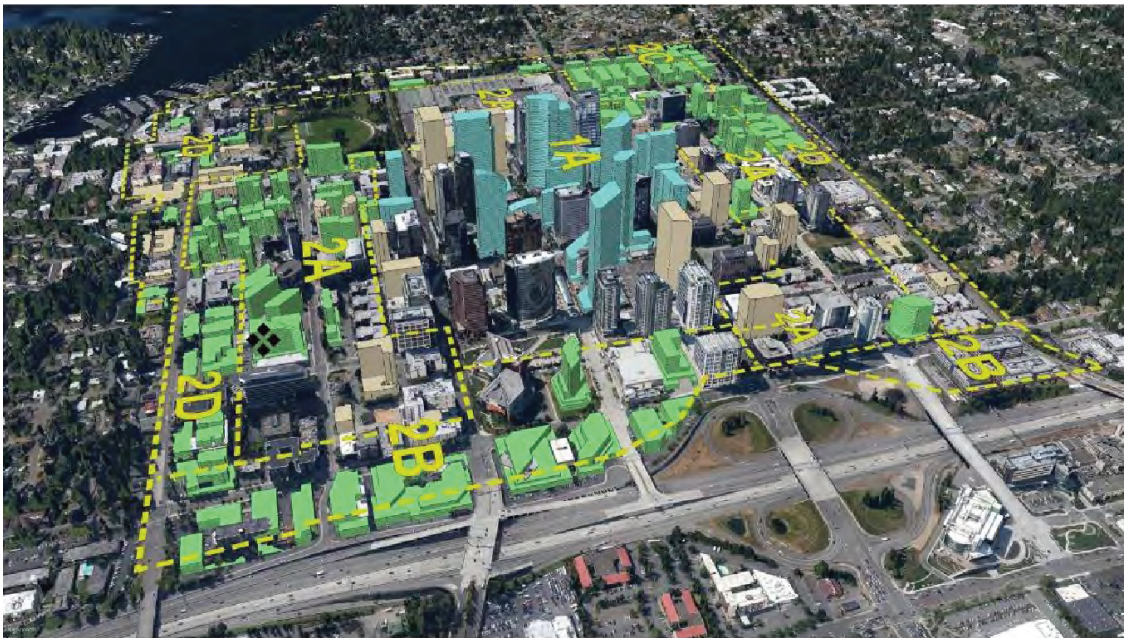
Increased height would be achieved through the amenity incentive system. Appropriate mitigation would be identified through the Planning Commission process to address tower design and separation, transition issues, and the effect of added FAR/height at pedestrian level and at a larger scale, as well as mitigation of any localized transportation impacts.

Recommendation for Area 1A

	Status Quo		CAC Recommendation of Additional Height	
Land Use District	Max Height	Max FAR	Max Height	Max FAR
Downtown 0-1				
Residential Building	450′	Unlimited	600′	Unlimited
Nonresidential Building	450′	8.0	600′	8.0
Downtown 0-2				
Residential Building	250′	6.0	300′	6.0
Nonresidential Building	250′	6.0	300′	6.0



Area 1A: Development per Current Code



Area 1A: Examination of Additional Height in the Core (shown in blue)

Area 2A: Downtown Mixed Use (MU) District

What was Considered

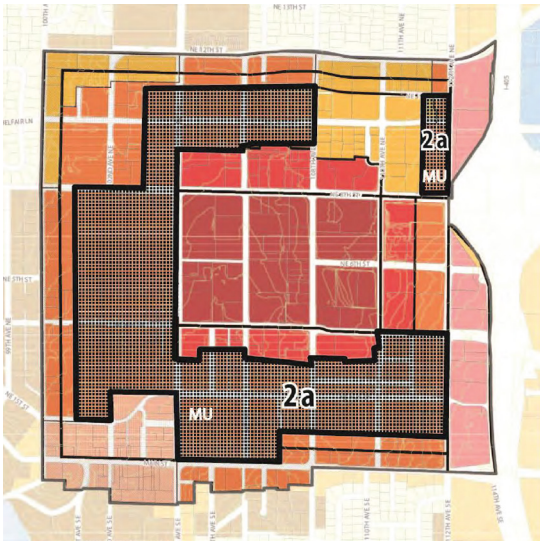
The CAC considered additional height, and additional height and density, in the MU district. Analysis included residential heights up to 300 feet and a 20% increase in FAR (to 6.0) and nonresidential heights up to 200 feet and a 67% increase in FAR (to 5.0). The higher percentage increase in nonresidential FAR was modeled in order to provide a volume that was feasible for 200-foot tower heights.

An example of illustrated comparisons used during the CAC process of increased building height in the MU district compared with status quo (current zoning) are shown on the following page.

Recommendation for Area 2A

The CAC recommends further consideration of building heights of up to 300 feet for residential buildings and up to 200 feet for nonresidential buildings in the MU district. This would help achieve greater district identity and provide character to emerging Downtown neighborhoods.

The increased height would be achieved through 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 height at pedestrian level and at a larger scale. Under a separate action for Area 3A, the CAC recommended that nonresidential FAR be increased in the MU district to equal that of residential. The end result is that both residential and nonresidential would have a maximum FAR of 5.0 in the MU district with heights as shown in the table below.



Area under consideration in 2A

Recommendation for Area 2A

Land Use District	Status Quo		CAC Recommendation	
	Max Height	Max FAR	Max Height	Max FAR
Downtown MU				
Residential Building	200′	5.0	300′	5.0
Nonresidential Building	100′	3.0	200′	5.0 (based on Area 3A action)

Area 2A: Development per Current Code

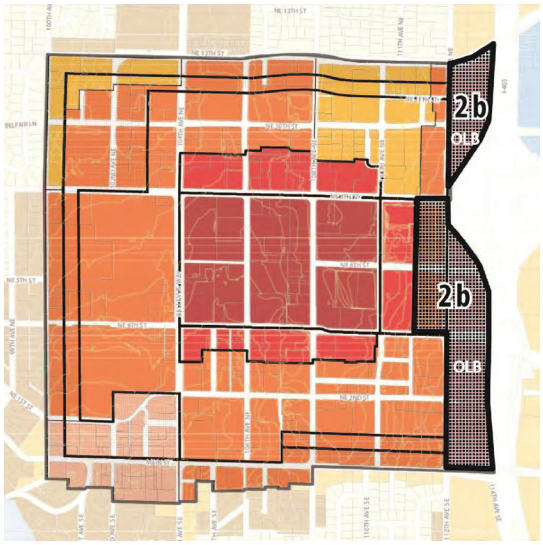
Area 2A: Examination of Additional Height (shown in blue)

Area 2B: Downtown Office Limited Business (OLB) District

What was Considered

The CAC considered additional height and density in the OLB district. Analysis included heights up to 350 feet and 6.0 FAR between NE 4th and NE 8th Streets, and up to 200 feet and 5.0 FAR south between NE 4th Street and Main Street.

An example of illustrated comparisons used during the CAC process of increased building height and density in the DT-OLB district compared with status quo (current zoning) are shown on the following page.



Area under consideration in 2B

Recommendation for Area 2B

The CAC recommends further consideration of building heights of up to 350 feet with a 6.0 FAR between NE 8th Street and NE 4th Street and up to 200 feet with a 5.0 FAR between NE 4th Street and Main Street. The CAC felt this was warranted to take advantage of the OLB district's freeway access and proximity to future light rail stations. The prime 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.

The CAC also felt there may be opportunities to expand floorplate allowances in the OLB district (particularly at lower heights) where the topography drops away from Downtown towards I-405.

The increased height and density would be achieved through 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, the effect of added FAR/height at pedestrian level and at larger scale, as well as mitigation of any localized transportation impacts.

Recommendation for Area 2B

	Status Quo		CAC Recommendation of Additional Height and FAR	
Land Use District	Max Height	Max FAR	Max Height	Max FAR
DT-OLB (NE 4th to 8th)				
Residential Building	90′	3.0	350′	6.0
Nonresidential Building	75′	3.0	350′	6.0
DT-OLB (Main St to NE 4th)				
Residential Building	90′	3.0	200′	5.0
Nonresidential Building	75′	3.0	200′	5.0

Area 2B: Development per Current Code

Area 2B: Examination of Additional Height and FAR (shown in purple)

Area 2C: "Deep B" portion of the Perimeter Design District in the northwest corner of Downtown

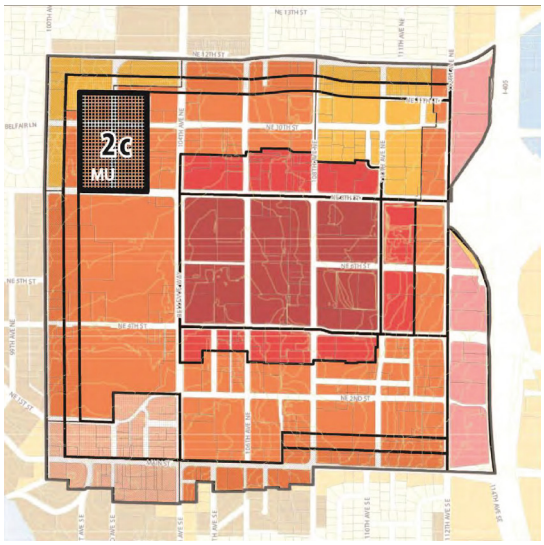
What was Considered

The CAC considered variable tower heights of 160-240 feet for residential buildings (with no added density) in the northwest corner of Downtown within the "Deep B" design district. In this area, the "B" perimeter design district extends an additional 600-900 horizontal feet beyond the typical extent for the "B" district in most other portions of Downtown.

An example of illustrated comparisons used during the CAC process of increased building height in the "Deep B" as compared with status quo (current zoning) are shown on the following page.

Recommendation for Area 2C

The CAC recommends further consideration of residential building heights up to 240 feet with an average tower height of 200 feet. The CAC felt that increased, variable tower heights as compared to a predominant pattern of 90-foot tall buildings as allowed by current zoning would be preferable. The variable tower heights could add significantly to district character and allow more public open space and "alleys with addresses" consistent with the Comprehensive Plan. No change to maximum FAR is recommended, so it is a matter of allowing a different form for the same development potential that already exists in the area.

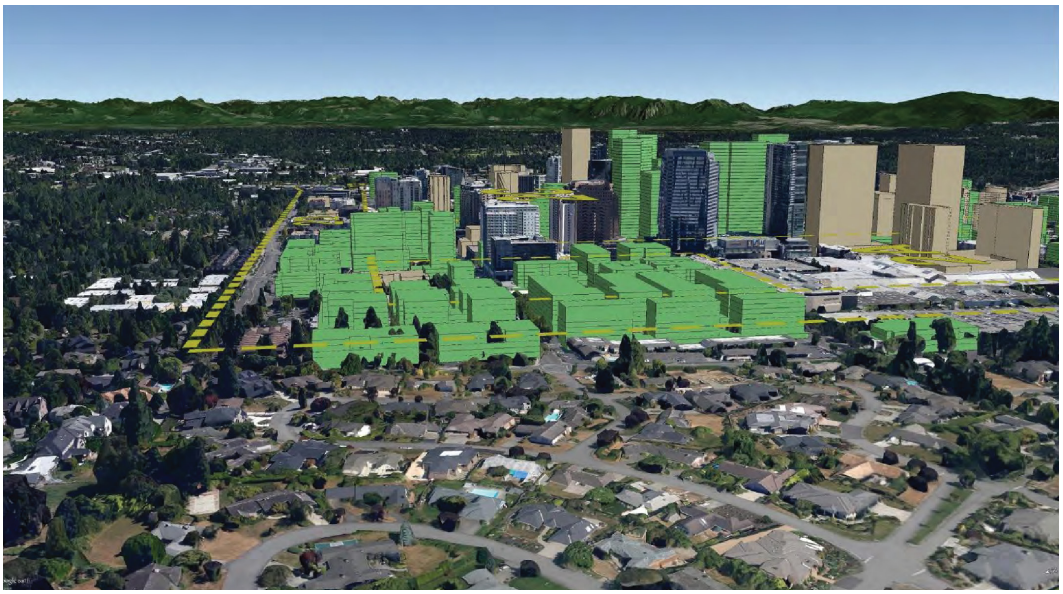


Area under consideration in 2C

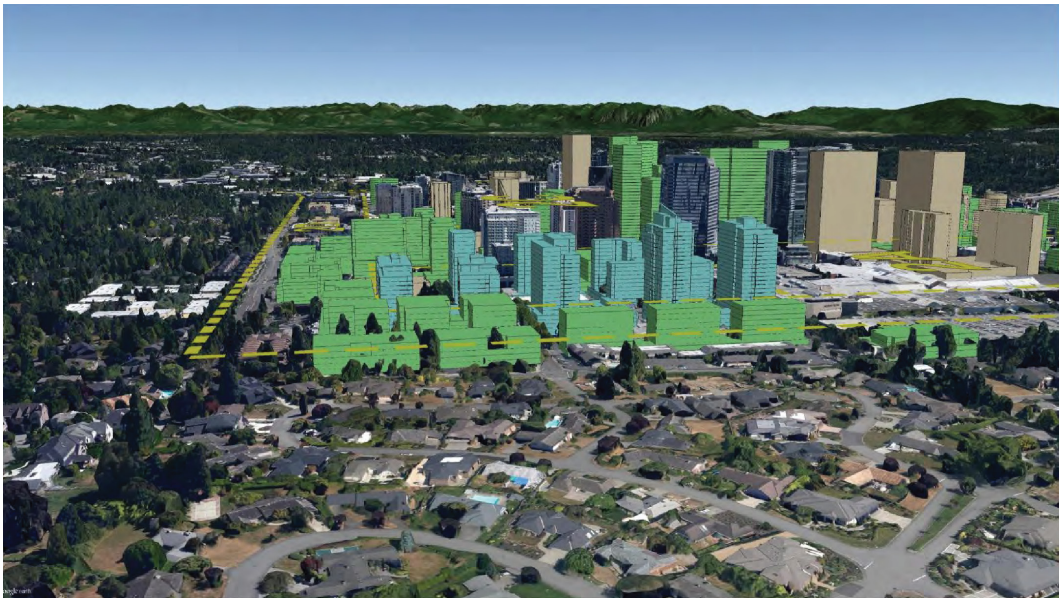
The increased height would be achieved through the amenity incentive system. Appropriate mitigation would be identified through the Planning Commission process to address tower design and separation, transition issues, and the effect of added height at pedestrian level and at larger scale.

Recommendation for Area 2C

Land Use District	Status Quo		CAC Recommendation of Additional Height (no added FAR)	
	Max Height	Max FAR	Max Height	Max FAR
Downtown MU in Northwest Village with "Deep B"				
Residential Building	90′	5.0	160′–240′ (avg. 200′)	5.0



Area 2C: Development per Current Code



Area 2C: Examination of Additional Height with No FAR Increase (shown in blue)

Area 2D: Perimeter Design Districts on the edges of Downtown

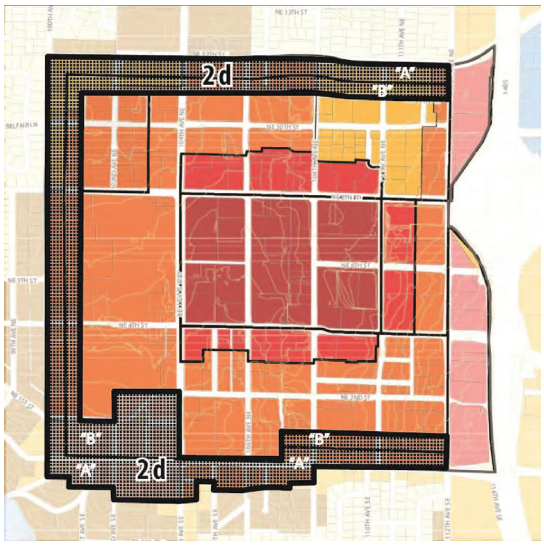
What was Considered

The CAC considered 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 areas are generally along the first 300 horizontal feet from the edges of Downtown and also include the portion of Old Bellevue with "B" north of Main Street. The underlying zoning includes Old Bellevue (OB), Mixed Use (MU) and Residential (R).

An example of illustrated comparisons used during the CAC process of increased building height in the perimeter design districts compared with status quo (current zoning) are shown on the following page.

Recommendation for Area 2D

The CAC recommends further consideration of building heights of up to 70 feet in the "A" design district, from the current 55-foot limit, with no increase in FAR. The rationale is the 15-foot increase could result in better urban design outcomes for buildings of the 5 over 1 wood frame over concrete/steel construction type that typically occurs in this district, including more functional floor-to-ceiling heights, especially for the ground floor. This would also sync up the building code limit for 5 over 1 with the Land Use Code height limit in the "A" design district.



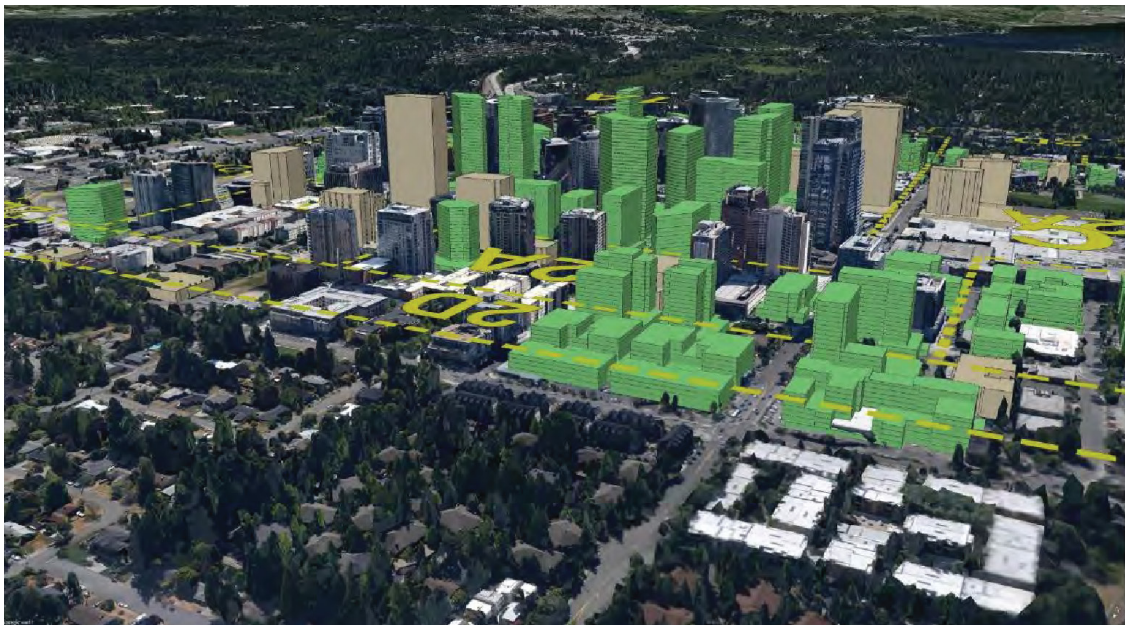
Area under consideration in 2D

The CAC did not feel a change in the "B" design district was warranted (provided the CAC did recommend a change in the "Deep B" as described earlier in this report).

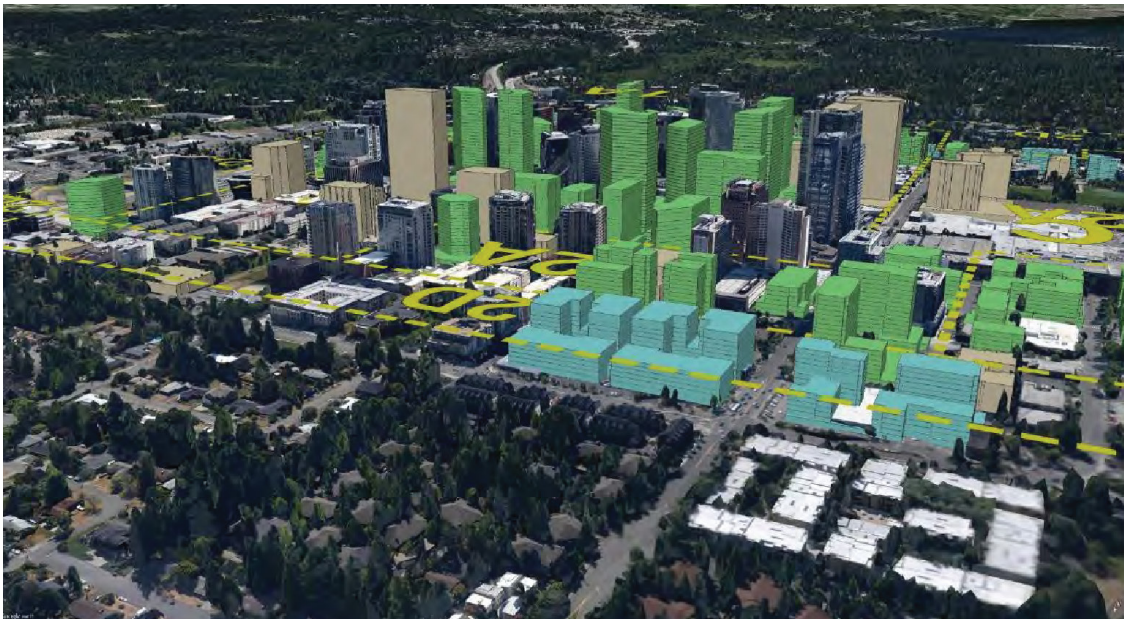
The Planning Commission process would be used to address transition issues with surrounding neighborhoods and develop guidelines that ensure buildings are oriented to minimize view blockage and prevent shading of residences, attractive streetscapes are developed along the edges of Downtown, comfortable pedestrian access into Downtown is provided, and new developments add amenities, such as public open space, that benefit the neighborhoods.

Recommendation for Area 2D

Land Use District	Status Quo		CAC Recommendation of Additional Height (no added FAR)	
	Max Height	Max FAR	Max Height	Max FAR
Downtown Perimeter A (MU, R, OB Underlying Zoning)				
Residential Building	55′	3.5	70′	3.5



Area 2D: Development per Current Code



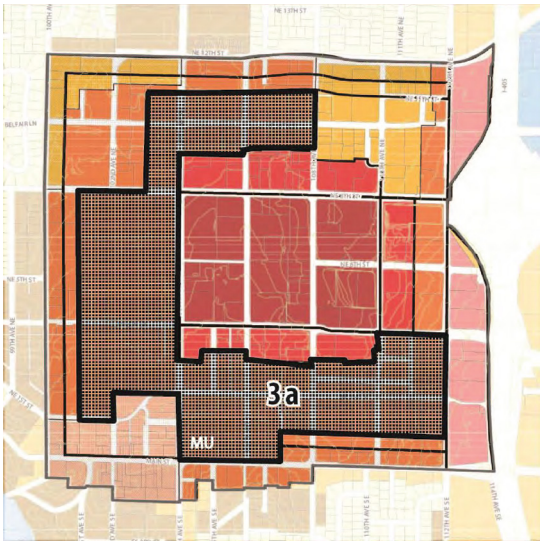
Area 2D: Examination of Heights to 70 feet in "A" and 125 feet in "B" (shown in blue). Committee recommended changes in "A", and not "B".

Area 3A: Equalization of nonresidential and residential heights and FAR in the Downtown Mixed Use (MU) District

What was Considered

The CAC considered raising the allowable nonresidential buildings height and density in the MU district to equal those for residential. 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 would increase nonresidential heights from 100 feet to 200 feet and 3.0 FAR to 5.0 FAR.

An illustrated comparison used during the CAC process of equalizing height and density standards in the MU district compared with status quo (current zoning) is shown on the following page.



Area under consideration in 3A

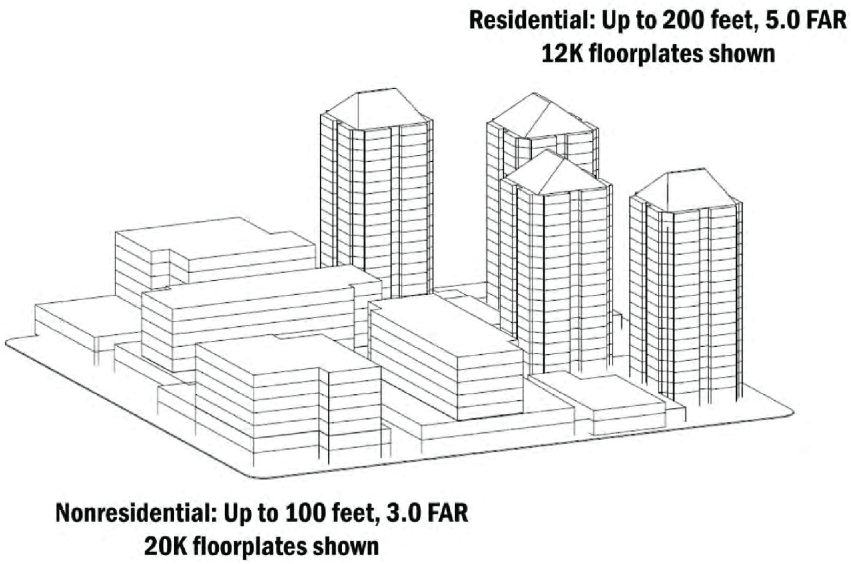
Recommendation for Area 3A

The CAC recommends further consideration of equalizing nonresidential and residential maximum densities in the MU district. This would increase nonresidential FAR to 5.0 (from a current maximum of 3.0). The CAC felt there has been a perceived shift in recent years of the competitive position of residential in the MU district and that residential may no longer need this development differential.

Appropriate mitigation would be identified through the Planning Commission process to address the fact that typical office tower floorplates are greater than 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. Under a separate action for Area 2A, the CAC recommended building heights of up to 300 feet for residential buildings and up to 200 feet for nonresidential buildings in the MU district. Both would be allowed up to 5.0 FAR by this density equalization.

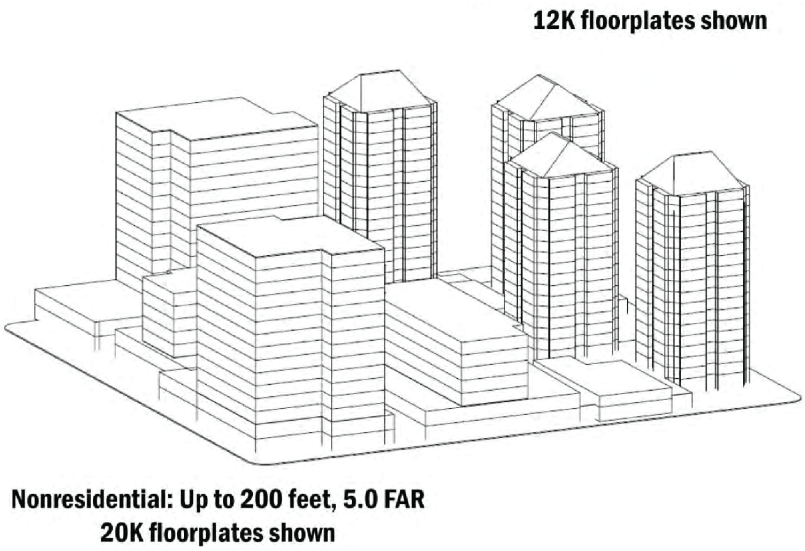
Recommendation for Area 3A

Land Use District	Status Quo		CAC Recommendation of Equalizing FAR for Residential and Nonresidential	
	Max Height	Max FAR	Max Height	Max FAR
Downtown MU				
Residential Building	200′	5.0	300′ (based on Area 2A action)	5.0
Nonresidential Building	100′	3.0	200′	5.0



Area 3A: Status Quo

» Prototypical Downtown MU Superblock built with 50% residential and 50% nonresidential/office



Area 3A: Alternative with Increased Nonresidential FAR and Height

» Allowing up to 200 feet and 5.0 FAR for residential and nonresidential
» Nonresidential/office uses: larger floorplates than residential and taller floor to ceiling per floor than residential

DOWNTOWN PARKING

Background

Parking affects downtown character in many ways. Not an end to itself, parking should be an element that supports and advances the larger Downtown vision. Wrapped up on parking strategy are questions such as:

- How pedestrian-friendly should Downtown be?
- How do we want to use scarce urban land?
- How do we avoid spillover impacts, while not burdening development with unnecessary costs?

The Downtown Subarea Plan calls for establishing parking requirements specific to different uses. Requirements are set for minimum required and maximum allowed stalls; these vary by use and by district. The Code provides for some reduction in required stalls where parking can be shared by mixed use development, but otherwise provides no room for departure from the required parking minimums. Current direction for major uses is summarized as follows:

Residential uses. No minimum/2.0 maximum stalls per unit in the Downtown Core and 1.0 minimum and 2.0 maximum in the rest of Downtown.

Retail and Restaurant uses. 3.3 minimum/5.0 maximum stalls per 1,000 sf of development in the Core; 4.0 minimum/5.0 maximum in the rest of Downtown. For restaurants no minimum/15 maximum stalls per 1,000 square feet of development in the Core; 10 minimum/20 maximum in the rest of Downtown. In Old Bellevue retail and restaurant uses are not required to provide parking for the first 1,500 square feet if they are located in a building constructed prior to 1998. Newer buildings must provide parking for all retail and restaurant space.

How does parking relate to livability?

» Adequate parking is a key component of mobility

» "Right-sizing" parking can help promote housing affordability

» Lower parking barrier for small restaurants promotes "mom and pops," small restaurants that enliven the Downtown

» Being able to "park once" helps promote a more walkable Downtown

Office/commuter uses. Code calls for 2.0 minimum/2.7 maximum stalls per thousand square feet of development in the Downtown Core; 2.5 minimum/3 maximum in the rest of Downtown. Existing Subarea Plan policy recognizes the relationship between commuter parking and travel behavior, and calls for revising parking and transportation management requirements as needed to achieve Comprehensive Plan mode split targets. Achieving these mode split targets is critical to supporting multiple travel alternatives and avoiding gridlock in a maturing Downtown.

CAC Discussion

- Parking is a 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. The 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.
- Reducing minimum parking requirements for residential projects requires further analysis. 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 reduce 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 commuter 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 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.
- 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.

Workshop Alternatives

The January 2014 CAC Alternatives Workshop generated the following parking code alternatives and parking strategies to be considered.

- 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.
- 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.

Detailed discussion of these alternatives did not occur as the Committee agreed to that further information was needed.

Recommendations

Code-Related

Defer potential changes to parking until a comprehensive Downtown parking study can be done.

- 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.
- Revisit Code to respond to changing needs of Downtown as East Link light rail nears completion (2021-23).
- Ensure Old Bellevue parking requirements are clear and applied consistently, and enforced.

Non-Code

Explore a potential shared public parking facility for short-term/retail/visitor use to serve the Old Bellevue area. This area has unique characteristics and associated needs that warrant a shared facility.

Other Topics

Background

The Downtown CAC was charged with a number of other topics to include in their work. These included:

- Sidewalk widths and landscaping
- Vacant sites and buildings
- Mechanical equipment screening
- Recycling and solid waste
- Range of permitted uses
- Downtown food trucks

All of these except food trucks were appropriate to include in the larger design guideline/code discussion.

Downtown food trucks was an item discussed at a number of the public events. The CAC was able to discuss the topic as part of the CAC's Alternatives Workshop in January 2014 and develop the following material.

Food trucks are not addressed in the Downtown Subarea Plan. Some people see food trucks as a desirable addition to the Downtown experience and vibrancy; others see them as an unfair competitor with traditional brick and mortar restaurants.

Bellevue's current approach is to address stationary food trucks under Land Use Code provisions for "Vendor Carts." Vendor cart criteria include factors such as avoiding pedestrian or traffic congestion, and ensuring compatibility with the character and quality of development in the immediate vicinity. Transitory food trucks (those present for only a few hours per day or one or two days per week) have not been required to obtain a Vendor Cart permit.

Many cities across the country have adopted specific food truck ordinances. Examples in the Pacific Northwest include Seattle, Portland and Vancouver B.C. Ordinances typically address

Food trucks

impacts such as visual clutter (signage), garbage disposal, and avoiding impedance of city right-of-way. Regulations may also address locational considerations to avoid unduly impacting existing brick and mortar restaurants.

CAC Discussion

- General support for continuing to allow food trucks.
- Consider better criteria regarding operations, including requirements for keeping pedestrian paths clear. Location in City right-of-way could be allowed with proper permits.
- Some felt that locational criteria could be overly restrictive.

Recommendations

Food Truck Strategy 1: Continue to allow food trucks with property owner's consent.

Allow food trucks with property owner permission. In addition, revise the Land Use Code to develop specific requirements that address issues such as: notification requirements; requirements to keep clear pedestrian paths; signage; trash disposal; and health department requirements.

[03]

Next Steps

The CAC work on the Downtown Livability Initiative is intended to further the vision and guidance set out for the Downtown Subarea Plan. Implementation of the recommended Land Use Code changes together with implementation of the recent Downtown Transportation Plan Update and appropriate local and regional investments will help ensure that Downtown continues to grow into the vibrant urban center envisioned in the Plan.

Downtown Land Use Code Amendments

In the near-term, City staff should begin work with the Planning Commission to address the CAC's Land Use Code amendment recommendations. Adoption of Code amendments consistent with recommendations will ensure that future development contributes to livability and the desired future Downtown character in a meaningful and positive way.

Other Actions

The CAC has focused primarily on updating the Downtown Land Use Code. Through the process, however, a number of our recommendations have delved into complementary non-code actions that should move forward as well. In addition, it is critical that the land use actions are matched with the right transportation infrastructure. Thus, it is also critical to move forward to implement the recent update to the Downtown Transportation Plan.

Together, a variety of actions and investments by both the public and private sector will ensure that Downtown Bellevue continues to become the livable heart of the Eastside.

Additional Analysis

The CAC recognizes that we have set a broad framework for moving forward, and that much additional work is needed to develop the fine-grain details needed for technical Code amendments. Particularly in the case of a zoning code, the devil really is in the details. The CAC urges the Council, Planning Commission and staff to move forward at the earliest opportunity with the technical work needed to translate our broad framework into Land Use Code updates for Downtown. The Code should be readable, well integrated, and forward-looking. We think we have developed a framework that will guide the additional work toward these ends.

View of Downtown Bellevue and Lake Washington.

Among the necessary tasks will be the following:

- Additional analysis of building heights and form to determine appropriate mitigation provisions noted above, such as tower separation, transitions, protection of public view corridors, and building form.
- Development of new design guidelines, with illustrations that help convey the desired design intention.
- Development of clear direction on allowable departures from design guidelines and/or the formal list of amenity bonuses.
- Development of new Code text, integrating the Downtown Code into a single well integrated document.
- Calibration of the updated amenity incentive system, with updated bonus ratios that balance the desired amenity costs and public benefit with the economic feasibility of development contributions.
- Completion of the environmental review process.
- Additional and robust stakeholder and general public engagement, to ensure that the updated Code considers and appropriately incorporates public input.
- The design guidelines and amenity incentive system must ensure that any additional building height and/or FAR results in a higher quality, more livable outcome than what is likely to be achieved under the existing Code.

[04]

References

City of Bellevue. Comprehensive Plan. *Amendments through December 6, 2010*.

City of Bellevue. Downtown Livability Briefing Book. *April 2013*.

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City of Bellevue Downtown Livability Citizen Advisory Committee Meeting Minutes:

- *May 15, 2013*
- *June 19, 2013*
- *July 18, 2013*
- *September 18, 2013*
- *October 16, 2013*
- *November 20, 2013*
- *December 18, 2013*
- *January 15, 2014*

City of Bellevue. Comprehensive Plan. *Amendments through December 6, 2010*.

City of Bellevue. Downtown Livability Briefing Book. *April 2013*.

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- *December 18, 2013*
- *January 15, 2014*
- *February 19, 2104*
- *March 19, 2014*
- *April 16, 2014*
- *May 21, 2014*
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Council Guidance for Updating Downtown Incentive Zoning
Adopted by Council 1-19-16

For many years incentive zoning has been part of Bellevue's strategy for implementing the Downtown Plan. Through the Amenity Incentive System, development is offered additional density (FAR) in exchange for providing certain public amenities. The Downtown Livability CAC report calls for a number of revisions to the system. The Council is providing the following direction to staff and the Planning Commission as they consider the CAC recommendations and move forward to develop the specific Land Use Code amendments to update the incentive zoning system.

1. Focus the system on making Downtown more livable for people. This should include incentivizing public open space, walkability/connectivity, affordable housing in recognition of the City's broader work on affordable housing, and other amenities that are most important to achieving Downtown livability.

2. Be forward-looking and aspirational, reflecting the evolving needs of a 21st century city.

3. Design the incentive system to help reinforce Downtown neighborhood identity.

4. Recognize that incentive zoning is one part of the broader Downtown land use code, and will work together with development standards, design guidelines and other code elements to collectively address impacts of development and ensure Downtown is a great place for people.

5. Simplify and streamline the incentive system with a clear structure and desired outcomes. This includes narrowing the list of incentives by mandating appropriate elements, incentivizing what would not otherwise happen, and increasing the base FAR to account for any current incentive that is converted to a mandate.

6. Ensure that the amenity incentive system is consistent with state and federal law. In particular, the process should be sensitive to the requirements of RCW 82.02.020, and to nexus and rough proportionality.

7. Design the amenity incentive system to act as a real incentive for developers, and ensure that modifications to the incentive system don't effectively result in a downzoning of land, in particular for current incentives converted to mandates.

8. Ensure that participation in the updated incentive system is required for any increases to currently permitted maximum density (FAR) and/or height.

9. Consider potential unintended consequences of the update, specifically: a) the effect of incentive zoning changes on the ability to continue to provide transit-oriented, workforce housing in Downtown, including the anticipated effect of the MFTE on producing such housing; b) the effect of incentive zoning changes on small lots, to ensure that their redevelopment remains viable and not contingent upon becoming part of an assemblage with other properties; and c) special sensitivity to Perimeter neighborhoods.

10. Provide for a reasonable “fee-in-lieu” alternative to ensure that the amenity incentive system does not unduly hinder development or result in building designs that lack market viability.

11. Consider an “off-ramp” option, with an approval process, providing flexibility for incentivizing elements that were not identified in this update but add equal or greater value.

12. Include a mechanism for future periodic updates of the incentive system to address Downtown needs as they change.

Part 20.25A Downtown

20.25A.010 General

A. Applicability of Part 20.25A

1. General. This Part 20.25A, Downtown (DNTN), contains requirements, standards, criteria and guidelines that apply to development and activity within the Downtown land use districts. Except to the extent expressly provided in this Part 20.25A and as referenced in subsection A of this section, the provisions of the Land Use Code, other development codes, the City development standards, and all other applicable codes and ordinances shall apply to development and activities in the Downtown land use districts.

2. Relationship to Other Regulations. Where there is a conflict between the Downtown land use district regulations and the Land Use Code and other City ordinances, the Downtown land use district regulations shall govern.

3. Land Use Code sections not applicable in Downtown. The following sections of the Land Use Code, Title 20 Bellevue City Code (BCC) now or as hereafter amended, do not apply in Downtown. Unless specifically listed below, all other sections apply.

a. 20.10.400

b. 20.10.440

c. 20.20.005 through 20.20.025

d. 20.20.030

e. 20.20.060 and 20.20.070

f. 20.20.120 and 20.20.125

g. 20.20.135 and 20.20.140

h. 20.20.190 and 20.20.192

i. 20.20.250

j. 20.20.400

k. 20.20.520

l. 20.20.525

m. 20.20.560

Comment [HC1]: UPDATED to align with code organization developed as part of BelRed (LUC 20.25D.010) and the Light Rail Overlay (20.25M.010)
Improves Land Use Code Consistency and Ease of Use

Comment [HC2]: UPDATES LUC 20.25A.010.A

Comment [HC3]: Incorporates language of general applicability that is currently located at the beginning of Chapter 20.25. Limits references outside Downtown Code Part

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n. 20.20.700 and 20.20.720

o. 20.20.750 through 20.20.800

p. 20.20.890 and 20.20.900

B. Organization of Part 20.25A. Organization of Part 20.25A is composed of several regulatory layers that inform development in Downtown.

Comment [HC4]: NEW – Improves Ease of Code Use

1. Purpose. Downtown Bellevue is the symbolic as well as functional heart of the Eastside Region. It is to be developed as an aesthetically attractive area of intense use. Toward this end, the City shall encourage the development of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. Development must enhance people orientation and facilitate pedestrian circulation, 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.

2. Land Use District Classifications. These are applied to each parcel of land in Downtown and determine uses, dimensional requirements (including Floor Area Ratio), and requirements for participation in the Amenity Incentive System. Specific sections of the Downtown code apply to the following land use classifications. See Figure 20.25A.060.A.2 for a map of the Downtown Land Use Classifications.

Comment [HC5]: MOVED and UPDATED – Limits references outside Downtown Code Part. Currently located in LUC 20.10.370.

a. Downtown-Office District 1 (DNTN-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 uses. This district is limited in extent in order to provide the level of intensity needed to encourage and facilitate a significant level of transit service. Day and nighttime uses that attract pedestrians are encouraged. All transportation travel modes are encouraged to create links between activities and uses~~Transit and pedestrian facilities linking activities are encouraged; long-term parking and other automobile-oriented uses are discouraged.~~

Comment [HC6]: Planning Commission direction from February 8, 2017

b. Downtown-Office District 2 (DNTN-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 uses and to serve as a transition between the more intensive Downtown-O-1 Land Use District and the less intensive Downtown-Mixed Use Land Use District. The Downtown-O-2 District includes different maximum building heights for areas north of NE 8th Street, east of 110th Avenue NE, and south of NE 4th Street based on proximity to the Downtown Core and access to the regional freeway system and transit, creating the Downtown O-2 Districts North, East, and South (DNTN-O-2 North, DNTN-O-2 East, and DNTN-O-2 South).

c. Downtown-Mixed Use District (DNTN-MU). The purpose of the Downtown-MU Land Use District is to provide an area for a wide range of retail, office, residential, and support uses. Multiple uses are encouraged on individual sites, and in individual buildings, as well as broadly in the district as a whole. The Downtown-MU District allows for taller buildings and additional density in the Civic Center portion of the District east of 111th Avenue NE between NE 4th and

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NE 8th Street based on its proximity to the Downtown core and convenient access to the regional freeway system and transit. This area is called the Downtown Mixed Use District–Civic Center (DNTN-MU Civic Center) while the rest of the District is called Downtown-Mixed Use District (DNTN-MU).

d. Downtown-Residential District (DNTN-R). The purpose of the Downtown-R Land Use District is to provide an area for predominantly urban residential uses. Limited office and retail uses are permitted as secondary to residential use, in order to provide the amenity of shopping and services within easy walking distance of residential structures.

e. Downtown-Old Bellevue District (DNTN-OB). The purpose of the Downtown-OB Land Use District is to reinforce the character of 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.

f. Downtown-Office and Limited Business District (DNTN-OLB). The purpose of the Downtown-OLB Land Use District is to provide an area for integrated complexes made up of office, residential, and hotel uses, with eating establishments and retail sales secondary to these primary uses. The district abuts and has access to both I-405 and light rail transit service. The Downtown-OLB District differentiates maximum building heights and allowed density for areas north of NE 8th Street, between NE 4th and NE 8th Street, and south of NE 4th Street based on proximity to the Downtown Core and convenient access to the regional freeway system and transit. This creates three districts Downtown-OLB North, Downtown-OLB Central and Downtown-OLB South (DNTN-OLB North, DNTN-OLB Central, and DNTN-OLB South).

3. Perimeter Overlay Districts may impose more stringent dimensional requirements than are allowed by the underlying land use district to provide an area for lower intensity development that provides a buffer between less intense uses and more intensively developed properties in Downtown. Specific sections of the Downtown code apply to the following overlay districts. See Figure 20.25A.060.A.3 for a map of the Downtown Perimeter Overlay Districts.

a. Perimeter Overlay District A

A-1

A-2

A-3

b. Perimeter Overlay District B

B-1

B-2

B-3

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4. Neighborhood Design Districts are a key organizing principle to implement the Great Place Strategy of the Downtown Subarea Plan. These neighborhood design districts create a series of distinct, mixed-use neighborhoods (or districts) within Downtown that reinforce their locational assets and unique identities. More information can be found in the Downtown Subarea Plan of the Comprehensive Plan.

a. Northwest Village

b. City Center North

c. Ashwood

d. Eastside Center (including Bellevue Square, City Center, and Convention Civic)

e. Old Bellevue

f. City Center South

g. East Main

5. Right-of-Way Designations. The right-of-way designations provide design guidelines for Downtown streets that are organized by streetscape type. These designations are a representation of the Downtown vision for the future, rather than what currently exists. The designations create a hierarchy of rights-of-way reflecting the intensity of pedestrian activity. The "A" Rights-of-Way are those streets that have the highest amount of pedestrian activity, while the "D" Rights-of Way would have a smaller amount of pedestrian activity. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian. See Figure 20.25A.170.B for a map of the Right-of-Way Designations.

Comment [HC7]: MOVED from Design Guidelines Building/Sidewalk Relationships IV.E. Limits references outside Downtown Code Part.

a. Rights-of-Way- Pedestrian Corridor / High Streets

b. Rights-of Way- Commercial Streets

c. Rights-of-Way- Mixed Streets

d. Rights-of-Way- Neighborhood Streets

e. Rights-of-Way- Perimeter Streets

6. Major Pedestrian Corridor. An alignment which is generally for exclusive pedestrian use providing a reasonably direct, but interesting pedestrian route in the immediate vicinity of NE 6th Street between 102nd Avenue NE and the east side of 112th Avenue NE.

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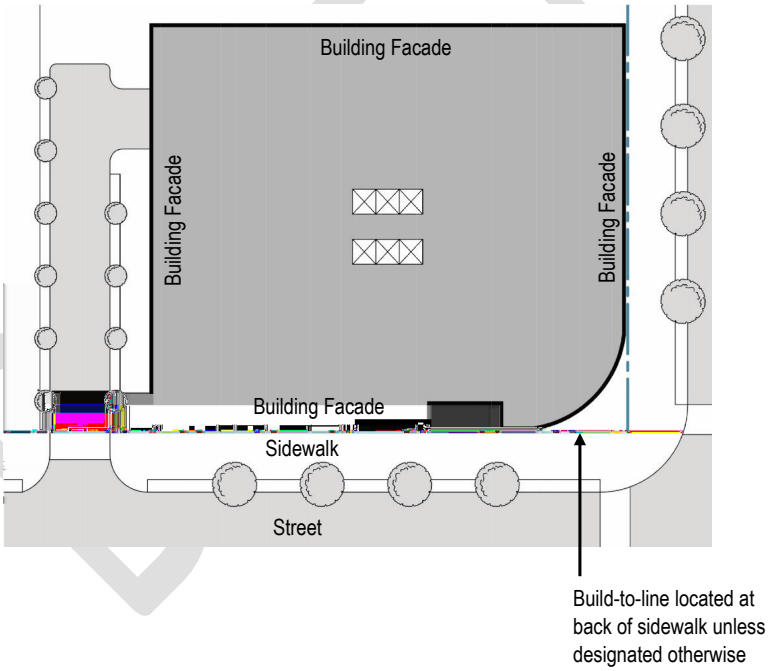
20.25A.020 Definitions

Comment [HC8]: NEW – to align with organization developed as part of BelRed (LUC 20.25D.020) and the Light Rail Overlay (20.25M.020). Improves Land Use Code Consistency and Ease of Use.

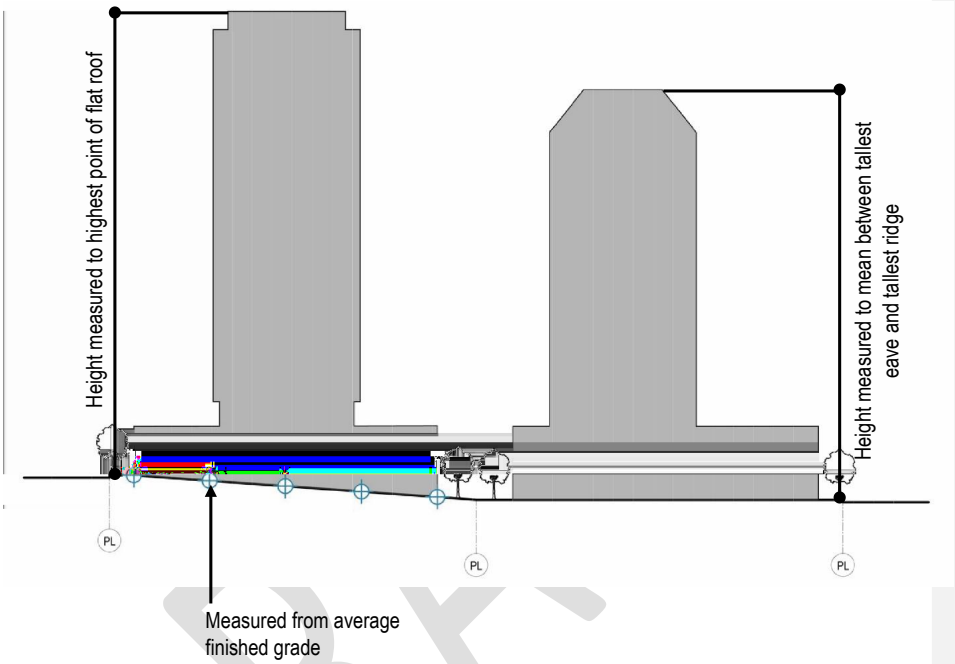
A. Definitions Specific to Downtown

DT - Active Uses: Uses within a building that support pedestrian activity and promote a high degree of visual and physical interaction between the building interior and adjacent public realm. Entrance lobbies, private indoor amenity space, service uses, and enclosed privatized spaces are typically not considered active uses. (NEW)

DT - Build-To Line: A location along a designated block or right-of-way where a building must be constructed. The build-to line is the back of the required sidewalk unless designated otherwise by the Director.



DT - Building Height: The vertical distance measured from average of finished ground level adjoining the building at exterior walls to the highest point of a flat roof, or to the mean height between the tallest eave and tallest ridge of a pitched roof. Where finished ground level slopes away from the exterior walls, reference planes shall be established by the lowest points within the area between the building and the lot line, or back of sidewalk where back of sidewalk is the setback line. If lot line or back of sidewalk is more than 6 feet from the building, between the building and a point 6 feet from the building.



DT-Caliper: The diameter measurement of the stem or trunk of nursery stock. Caliper measurement is taken six inches above the ground level for field grown stock and from the soil line for container grown stock, which should be at or near the top of the root flare, and six inches above the root flare for bare root plants, up to and including the four-inch caliper size interval (i.e., from four inches up to, but not including, 4 inches). If the caliper measured at six inches is four and one-half inches or more, the caliper shall be measured at 12 inches above the ground level, soil line, or root flare, as appropriate.

Comment [HC9]: NEW - to define industry-based terminology used in the Green Factor section.

DT-Diameter at Breast Height: Diameter at Breast Height (D.B.H.): The diameter of the tree trunk at four and one-half feet (or 54 inches) above natural grade level. The diameter may be calculated by using the following formula: D.B.H.= circumference at 4.5-feet divided by 3.14. To determine the D.B.H. of multi-trunk trees or measuring trees on slopes, consult the current *Guide for Plant Appraisa*l, published by the Council of Tree and Landscape Appraisers.

Comment [HC10]: NEW - to define industry-based terminology in the Green Factor section.

DT - Floor Area Ratio (FAR): A measure of development intensity equal to the gross floor area, excluding parking and mechanical floors or areas, divided by the net on-site land area in square feet. Net on-site area land includes the area of an easement and public right-of-way as provided in LUC 20.25A.070C.

DT - Floor Plate: Floor area in square feet within the surrounding exterior walls, measured from the interior wall surface and including all openings in the floor plate.

DT – Interior Property Line: A property line other than the build-to line.

DT-Open Space: Landscaped areas, walkways, gardens, courtyards and lawns; excluding areas devoted to buildings, traffic circulation roads, or parking areas. Outdoor plazas, Major Pedestrian Open Space and Minor Publicly Accessible Spaces are a kind of open space.

Comment [BT(11]: Definition in Amenity Incentive System. More closely aligns with CAC vision.

DT - Pedestrian Scale: The quality of the physical environment that reflects a proportional relationship to human dimensions and that contributes to a person's comprehension of buildings or other features in the built environment.

DT- Point of Interest: Elements of a building's façade at the street level or in the streetscape that contribute to the active enrichment of the pedestrian realm and design character of a building. Some examples include permanent public artwork, architectural elements, landscape features, special walkway treatments (e.g. pavement mosaic, inlaid art) and seating areas.

DT - Project Limit: A lot, portion of a lot, combination of lots, or portions of combined lots treated as a single development parcel for purposes of the Land Use Code.

DT -Public Realm: Streets, parks and other open spaces and the accessible parts of private buildings.

DT-Setback: A space unoccupied by structures except where intrusions are specifically permitted by this Code. Front setbacks are measured from the back of the required sidewalk to face of the building. All other setbacks are measured from the property line.

DT – Stepback: A building stepback of a specified distance, measured from the façade below that occurs at a defined height above the average finished grade. No portion of the building envelope can intrude into the required stepback above the defined height, except where intrusions are specifically permitted by this code.

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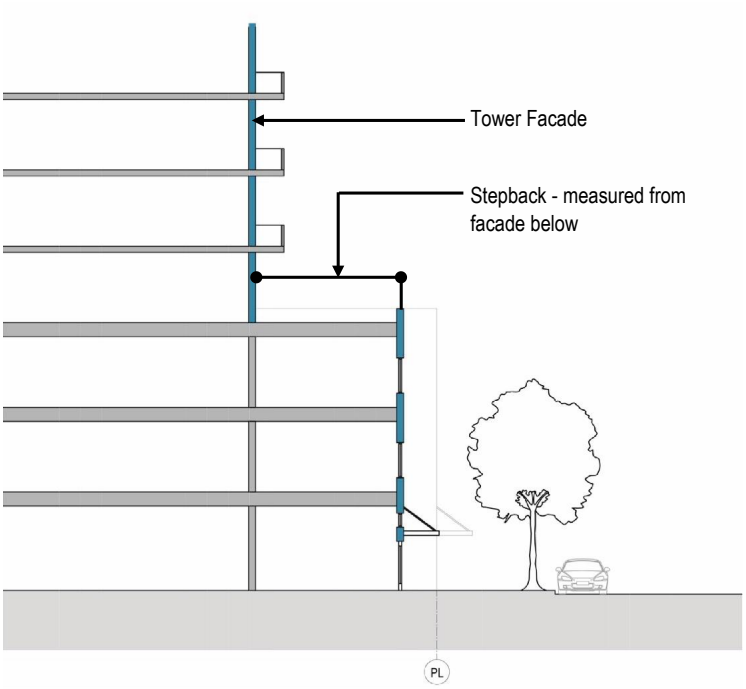

DT-Street Wall: A street wall is a building wall that generally abuts the sidewalk although there may be occasional setbacks and recesses for the purpose of plazas and open space. The street wall helps define and enclose the street corridor, creating a sense of activity, intensity, and spatial containment. Street walls can incorporate arcades at the sidewalk level with habitable space above.

Comment [HC12]: NEW definitions added below to clarify terminology used in the dimensional chart and design guidelines.

DT-Transparency: Ability to see through a window or door at the pedestrian eye level. The pedestrian eye level is 30 inches to 8 feet up from the sidewalk, following the adjacent sidewalk slope.

Comment [HC13]: Eight feet is used as the maximum height because overhead awnings must maintain an eight-foot clearance above the sidewalk.

DT-Tower: Any building located in the Downtown subarea with a minimum height of 75 feet or greater.

DT-Tower Separation: The horizontal space between the closest exterior points of two or more towers located within a single project limit.

DT-Tower Setback: A building setback of a specified distance, measured from the interior property line that occurs at a defined height above average finished grade, when the building exceeds a specified height. No portion of the building envelope can intrude into the required setback above the defined height, except where specifically permitted by code or administrative departure.

DT-Weather Protection – A continuously covered area projecting from a building which functions as weather protection or a canopy projecting from the elevation of the building that is designed to

provide pedestrians protection from the elements. Weather protection includes but is not limited to marquees and awnings that are made with durable materials.

B. General Definitions not applicable to Downtown. The general definitions contained in Chapter 20.50 LUC apply unless specifically listed below as inapplicable to Downtown.

Comment [HC14]: Planning Commission direction from February 8, 2017

Alley. LUC 20.50.010

Active Recreation Area. LUC 20.50.010

Caliper. LUC 20.50.014

Floor Area Ratio. (FAR). LUC 20.50.020

Open Space. LUC 20.50.038

Setback. LUC 20.50.046

Setback, Front. LUC 20.50.046

Setback, Rear. LUC 20.50.046

Setback, Side. LUC 20.50.046

Stepback. LUC 20.50.046

Tree-Large Diameter. LUC 20.50.048

Tree-Small Diameter. LUC 20.50.048

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20.25A.030 Review Required

A. Applicable Review

1. Review is Required. All development in Downtown shall be reviewed by the Director consistent with the terms of this Part 20.25A through the administration of Part 20.30V LUC (Master Development Plan), Part 20.30F LUC (Design Review) and Part 20.30L (Development Agreement) using the applicable procedures of Chapter 20.35 LUC. A Master Development Plan is required where there is more than one building or where development of a project is proposed to be phased. Design review is required on all Downtown projects. A Development Agreement is required for departures from the code which are not permitted to be granted through an administrative process.

2. Effect of Approval. Approval of the Design Review, and the Master Development Plan and any Development Agreement where required, shall constitute the regulations governing development and operation of an approved development for the life of the project. Such approval shall be contingent upon compliance with the conditions specified in the approval, conformance with all applicable development standards, the payment of all fees, and the submittal of assurance devices as may be required. The approval shall expire as provided pursuant to LUC 20.40.500, unless otherwise provided for in this Chapter 20.25A LUC.

B. Master Development Plan

1. Scope of Approval. Master Development Plan review (Part 20.30V LUC) is a mechanism by which the City shall ensure that the site development components of a multiple building or phased single building proposal are consistent with the Comprehensive Plan and meet all applicable site development standards and guidelines. Design, character, architecture and amenity standards and guidelines shall be met as a component of the Design Review (Part 20.30F LUC). Master Development Plan approvals required pursuant to subsection B.2 of this section shall identify proposed building placement within the project limit and demonstrate compliance with the following site development requirements, standards, and guidelines:

a. Dimensional requirements pursuant to LUC 20.25A.060 as listed below:

i. Setbacks;

ii. Lot coverage;

iii. Building height for each building identified in subsection B.1 of this section;

iv. Floor area ratio for each building; and

v. Outdoor plaza space required to achieve maximum building heights above the trigger for additional height identified in LUC 20.25A.075.A, or the variable heights allowed by LUC 20.25A.060.A Note 13.

b. Areas identified to accommodate required parking with entrance and exit points and required loading shown in relationship to the right-of-way as required pursuant to LUC 20.25A.090.

Comment [HC15]: EXPANDED SECTION – to align with organization developed as part of BelRed (LUC 20.25D.030) and the Light Rail Overlay (20.25M.030)
Improves Land Use Code Consistency and Ease of Use
Expands on current provisions contained in LUC 20.25A.010.B and C

Comment [HC16]: ALIGNS with Administrative Enforcement provisions in LUC 20.40.450 and Civil Violation provisions of BCC 1.18.020.K.6 to ensure compliance with issued permit requirements and conditions. Improves transparency and certainty.

Comment [HC17]: MOVED from Design Guidelines Building/Sidewalk Relationships IV.A through C to limit references outside Downtown Code Part.

Comment [HC18]: UPDATED – to ensure consistency with Amenity Design Criteria

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c. Areas identified to accommodate street and pedestrian circulation pursuant to LUC 20.25A.090, including the anticipated location of any pedestrian corridor construction, and pedestrian bridges pursuant to 20.25A.100.

d. Areas identified to accommodate Major Public Open Spaces and Minor Publicly Accessible Spaces pursuant to LUC 20.25A.090.

e. Areas identified to accommodate landscape development pursuant to LUC 20.25A.110.

2. When Required. An applicant for a project with multiple buildings located within a single project limit shall submit a Master Development Plan for approval by the Director pursuant to Part 20.30V LUC. An applicant for a single building project shall submit a Master Development Plan for approval by the Director pursuant to Part 20.30V LUC when building construction is proposed to be phased.

3. For the purposes of this section, the project limit may be drawn to encompass a right-of-way that bisects a site, provided the Director finds that the following connectivity criteria can be met:

a. A system of corner and mid-block crossings shall be provided to functionally connect on-site pedestrian paths across the bisecting right-of-way within the proposed project limit;

b. Pedestrian paths shall be provided to connect all buildings and right-of-way crossings located within the proposed project limit;

c. Visual connections shall be provided between all buildings located within the project limit by minimizing topographic variation and through use of vegetation and outdoor spaces; and

d. Only a right-of-way meeting the requirements of LUC 20.25A.070.C.2 may be included in the land area located within the proposed project limit for the purpose of computing maximum FAR.

C. Design Review

Comment [HC19]: MOVED from LUC 20.25A.010.C and UPDATED to improve Ease of Code Use

1. Scope of Approval. Design review is a mechanism by which the City shall ensure that the design, character, architecture and amenity components of a proposal are consistent with the Comprehensive Plan and any previously approved Master Development Plan, and meet all applicable standards and guidelines contained in City Codes including the terms of any departure granted pursuant to paragraph D of this section. Design review is a mechanism by which the City shall ensure that the site development components of a proposal are consistent with the Comprehensive Plan and meet all applicable standards and guidelines contained in City Codes when site development components were not approved as part of a Master Development Plan.

2. When Required. Design Review is required on all Downtown projects. An applicant shall submit a Design Review application for approval by the Director pursuant to Part 20.30F LUC.

3. Compliance with an applicable Master Development Plan or Departure. In addition to the decision criteria in LUC 20.30F.145, each structure and all proposed site development shall comply with any approved Master Development Plan applicable to the project limit described in a Design Review application. If the application for Design Review contains elements inconsistent with an applicable Master Development Plan, the Director shall not approve the design review unless the Master Development Plan is amended to include those elements.

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D. Departures

1. Administrative Departures by the Director. Due to the varied nature of architectural design and the unlimited opportunities available to enhance the relationship that occurs between the built environment and the pedestrians, residents and commercial tenants that use built spaces, strict application of the Land Use Code will not always result in the Downtown livability outcomes envisioned by the Comprehensive Plan. The purpose of this subsection is to provide an administrative departure process to modify provisions of the Land Use Code when strict application would result in a Downtown development that does not fully achieve the policy vision as it is articulated in the general sections of the Comprehensive Plan and the Downtown Subarea Plan.

a. Applicability. The Director may, through the Master Development Plan or Design Review processes, approve a proposal that departs from specific numeric standards contained in LUC 20.25A.090, LUC 20.25A.110 and LUC 20.25A.140 through LUC 20.25A.180, or that departs from Land Use Code requirements that specifically provide an opportunity for the Director to approve a departure subject to the provisions of this paragraph. For example, specific administrative departures are allowed from the dimensional requirements pursuant to the terms of LUC 20.25A.060.B which describes a range of exceptions and intrusions that can be approved as part of a permit review process.

b. Decision Criteria. The Director may approve or approve with conditions a departure from applicable provisions of the Land Use Code if the applicant demonstrates that the following criteria have been met:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code;

ii. The resulting design will be more consistent with the purpose and intent of the code;

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or code intent;

iv. Any administrative departure criteria required by the specific terms of the Land Use Code have been met; or

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement with the City pursuant to LUC 20.25A.030.D.2.

c. Limitation on Authority. Administrative departures may only be ~~granted~~ approved consistent with the limitations contained in the Land Use Code section that authorizes the departure, or through a variance granted under the terms of Part 20.30G LUC. This paragraph does not limit the ability of an applicant to pursue legislative departures that are authorized through a Development Agreement (Part 20.30L) pursuant to the terms of LUC 20.25A.030.D.2.

2. ~~Legislative~~ City Council Departures. There are unlimited opportunities for creativity and innovation in the design of Downtown projects that advance the vision and policy goals articulated in the Comprehensive Plan. The accommodation of iconic opportunities can be constrained by the code Land Use Code Amenity list and associated Amenity Design Criteria that were drafted to foster development of a livable Downtown while ensuring timely, predictable and consistent administration of regulations that are drafted to be applicable to a widely variable range of projects. The purpose of

Comment [HC20]: NEW – Provides code flexibility supported by the CAC

Comment [HC21]: Planning Commission direction from February 8, 2017

Comment [HC22]: UPDATED to improve clarity based on commenter feedback.

Comment [HC23]: Planning Commission direction from February 8, 2017

Comment [HC24]: UPDATED to improve clarity based on commenter feedback

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this subsection is to provide a legislative departure process to foster adaptive reuse of buildings that existed as of adoption date of this code, to create a Flexible Amenity as envisioned in LUC 20.25A.070.D.18, and to approve final construction design for privately developed spaces that function as part of the public realm.

a. Applicability. The City Council may, through a Development Agreement processed in accordance with Part 20.30L LUC:

i. Modify the following provisions of the Land Use Code:

(1) Uses prohibited under the terms of LUC 20.25A.040 and LUC 20.258A.050 when necessary to facilitate the adaptive reuse of a building that was in existence on [INSERT DATE of ordinance adoption], provided that this departure may not be used to locate a new Manufacturing Use in the Downtown; and

Comment [HC25]: Planning Commission direction from February 8, 2017

(2) Amenities specifically identified for participation in the FAR Amenity Incentive System (LUC 20.25A.070) may be expanded to include a new Flexible Amenity subject to the terms of LUC 20.25A.070.D.18.

ii. Approve the final construction design for the following features that function as part of the public realm:

(1) Pedestrian Bridges identified in LUC 20.25A.100;

(2) Pedestrian Corridor Design Development Plans that depart from the conceptual designs contained in the Pedestrian Corridor Design Guidelines; and

(3) Major Public Open Space Design Development Plans that depart from the conceptual designs contained in the Major Public Open Space Design Guidelines.

b. Decision Criteria. The City Council may approve or approve with conditions a Legislative Departure from strict application of the Land Use Code consistent with the requirements of Part 20.30L LUC (Development Agreements).

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c. Limitations on Modification.

i. Development Agreements are an exception, and not the rule and shall not be used to vary provisions of the Land Use Code which, by the terms of that Code, are not identified as appropriate for modification through Part 20.30L LUC (Development Agreements).

ii. Development Agreements may not be used to depart from the FAR bonus values adopted for the amenities specifically identified in LUC 20.25A.070.D.

iii. Development Agreements are not appropriate for proposals that are capable of being approved through administration of the Master Development Plan or Design Review processes using the flexibility tools such as administrative departures and variances that currently exist in the code.

iv. Development Agreements may not be used to vary the procedural provisions contained in Chapters 20.30 or 20.35 of the Land Use Code.

E. Procedural Merger

Within a Downtown land use district, any administrative decision required by this Part 20.25A or by the Land Use Code, including but not limited to the following, may be applied for and reviewed as a single Process II Administrative Decision, pursuant to LUC 20.35.200 through 20.35.250:

1. Master Development Plan, Part 20.30V LUC;

2. Administrative Conditional Use Permit, Part 20.30E LUC;

3. Design Review, Part 20.30F LUC; and

4. Variance, Part 20.30G LUC.~~; and~~

~~5. Critical Areas Land Use Permit, Part 20.30P LUC~~

Comment [HC26]: The Critical Areas Ordinance does not apply in Downtown.

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20.25A.040 Nonconforming uses, structures and sites.

Comment [HC27]: MOVED from Downtown LUC 20.25A.025 and conformed to other sections of the draft code amendment for consistency. UPDATED to ensure that nonconforming use expansions will always require an Administrative Conditional Use Permit (ACU) rather than a Conditional Use Permit (CUP). The ACU process is shorter than the CUP process. Allows destroyed nonconforming structures to be rebuilt consistent with prior nonconformities. Previous code required structures destroyed more than 75% of replacement value to rebuild in compliance with new code.

A. Nonconforming Uses.

1. A nonconforming use may be continued by successive owners or tenants, except where the use has been abandoned. No change to a different use classification shall be made unless that change conforms to the regulations of this Code.

2. If a nonconforming use of a structure or land is discontinued for a period of 12 months with the intention of abandoning that use, any subsequent use shall thereafter conform to the regulations of the district in which it is located. Discontinuance of a nonconforming use for a period of 12 months or greater constitutes prima facie evidence of an intention to abandon.

3. A nonconforming use may be expanded pursuant to an Administrative Conditional Use Permit.

B. Nonconforming Structures.

1. A nonconforming structure may be repaired or remodeled, provided there is no expansion of the building, and provided further, that the remodel or repair will not increase the existing nonconforming condition of the structure.

2. A nonconforming structure may be expanded; provided, that the expansion conforms to the provisions of the Land Use Code, except that the requirements of LUC 20.25A.140 through 20.25A.180 shall be applied as described in paragraphs B.3 and B.4 of this section.

3. For expansions made within any three-year period which together do not exceed 50 percent of the floor area of the previously existing structure, the following shall apply:

a. Where the property abuts a street classified as a 'D' or 'E' right-of-way, the expansion is not required to comply with LUC 20.25A.140 through 20.25A.180.

b. Where the property abuts a street classified as an 'A', 'B' or 'C' right-of-way the expansion shall be in the direction of the classified street so as to reduce the nonconformity of the structure, except that an expansion which is no greater than 300 square feet in floor area and which is for the purpose of loading or storage is exempted from this requirement.

4. For expansions made within any three-year period which together exceed 50 percent of the floor area of the previously existing structure, the structure shall be brought into conformance with LUC 20.25A.140 through 20.25A.180.

5. If a nonconforming structure is destroyed by fire, explosion, or other unforeseen circumstances to the extent of 100 percent or less of its replacement value, it may be reconstructed consistent with its previous nonconformity. Provided that, the reconstruction may not result in an expansion of the building, nor an increase in the preexisting nonconforming condition of the structure.

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C. Nonconforming Sites.

1. A nonconforming site may not be changed unless the change conforms to the requirements of this Code, except that parking lots may be reconfigured within the existing paved surface. This paragraph shall not be construed to allow any parking lot reconfiguration that would result in a parking supply that does not conform to the minimum/maximum parking requirements for the Downtown, LUC 20.25A.080.

2. A structure located on a nonconforming site may be repaired or remodeled, provided there is no expansion of the building, and provided further, that the remodel or repair will not increase the existing nonconforming condition of the site.

3. For expansions of a structure on a nonconforming site made within any three-year period which together exceed 20 percent of the replacement value of the previously existing structure:

a. Easements for public sidewalks shall be provided, unless the Director of the Department of Transportation determines such easements are not needed; and

b. A six-foot-wide walkway shall be provided from the public sidewalk or street right-of-way to the main building entrance, unless the Director determines the walkway is not needed to provide safe pedestrian access to the building. The Director may allow modification to the width of walkways so long as safe pedestrian access to the building is still achieved.

4. Expansions of a structure located on a nonconforming site, made within any three-year period which together do not exceed 50 percent of the previously existing floor area, do not require any increase in conformance with the site development provisions of this Code, except as otherwise provided in B.3 of this section.

5. Expansion of a structure located on a nonconforming site made within any three-year period which together exceed 50 percent of the floor area of the previously existing structure shall require compliance with the site development provisions of this Code.

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20.25A.050 Downtown Land Use Charts

Comment [HC28]: MOVED from Downtown LUC 20.25A.015.
Updated as part of Early Wins. Updated with one amended footnote in Residential Use Chart – Note 2.

A. Permitted Uses.

Specific categories of uses are listed in Chart 20.25A.050.D. Paragraph C of this section explains Chart 20.25A.050.D, and describes the applicable review procedures. The use chart description and interpretation provisions of LUC 20.10.400 do not apply to the Downtown land use districts.

B. Prohibited Uses.

The manufacturing use table has been removed from the Downtown because there are no manufacturing uses that are generally permitted in any Downtown district unless they have been specifically added to another chart such as wholesale and retail.

C. Use Chart Description and Interpretation.

1. Description. In Chart 20.25A.050.D, land use classifications and standard Land Use Code reference numbers are listed on the vertical axis. City of Bellevue land use districts are shown on the horizontal axis.

a. If no symbol appears in the box at the intersection of the column and the row, the use is not allowed in that district, except for short-term uses, which are regulated under Part 20.30M LUC (Temporary Use Permits) and subordinate uses which are regulated under LUC 20.20.840.

b. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted subject to applicable general requirements of Chapter 20.20 LUC for the use and the district-specific requirements of this Part 20.25A LUC.

c. If the symbol "C" appears in the box at the intersection of the column and the row, the use is permitted subject to the Conditional Use provisions specified in Part 20.30B in addition to any applicable general requirements for the use and the land use district.

d. If the symbol "A" appears in the box at the intersection of the column and the row, the use is permitted subject to the Administrative Conditional Use provisions as specified in Part 20.30E LUC in addition to any applicable general requirements for the use and the land use district.

e. If a number appears in the box at the intersection of the column and the row, the use is permitted through the applicable review process and subject to the special limitations indicated in the corresponding Notes.

2. Interpretation of the Land Use Code Charts by the Director. In the case of a question as to the inclusion or exclusion of a particular proposed use in a particular use category, the Director shall have the authority to make the final determination per LUC 20.10.420.

Comment [HC29]: UPDATED to include provision in existing code from LUC 20.25A.010.D

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D. Use Charts.

The following charts apply to Downtown. The use charts contained in LUC 20.10.440 do not apply within the Downtown land use districts.

Chart 20.25A.050.D – Uses in Downtown Land Use Districts

Culture, Entertainment, and Recreation – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
711	Library, Museum	P	P	P	A	A	P
7113	Art Gallery	P	P	P	P (3)	P	P
712	Nature Exhibitions: Aquariums and Botanical Gardens	P	P	P			
7212 7214 7222 7231 7232	Public Assembly (Indoor): Sports, Arenas, Auditoriums and Exhibition Halls but Excluding School Facilities	P	P	P	A (3)	A	P
7212 7214 7218	Motion Picture, Theaters, Night Clubs, Dance Halls and Teen Clubs	P	P	P	A (3)	A	P
7213	Drive-In Theaters						
	Adult Theaters (4)	P	P	P			P
7223 73	Public Assembly (Outdoor): Fairgrounds and Amusement Parks, Miniature Golf, Golf Driving Ranges, Go-Cart Tracks, BMX Tracks and Skateboard Tracks (1)						
73	Commercial Amusements: Video Arcades, Electronic Games	P	P	P		P	P
7411 7413 7422 7423 7424 7441 7449	Recreation Activities: Miniature Golf, Tennis Courts, Community Clubs, Athletic Fields, Play Fields, Recreation Centers, Swimming Pools (2)	P	P	P	P (5)	P	P

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Culture, Entertainment, and Recreation – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
744	Marinas, Yacht Clubs						
7413 7414 7415 7417 7425	Recreation Activities: Skating, Bowling, Gymnasiums, Athletic Clubs, Health Clubs, Recreational Instruction	P	P	P	A/P (3) (5)	P	P
7491 7515	Camping Sites and Hunting Clubs						
76	Private Leisure and Open Space Areas Excluding Recreation Activities Above	P	P	P	P (5)	P	P
	Public/Private Park	P	P	P	P (5)	P	P
	Stables and Riding Academies						
	Boarding or Commercial Kennels (6)						
	City Park (5)	P	P	P	P	P	P

Notes: Uses in Downtown land use districts – Culture, Entertainment, and Recreation

(1) For carnivals, see LUC 20.20.160.

(2) Limited to a maximum of 2,000 gross square feet per establishment.

(3) Nonresidential uses are permitted in Downtown-R Districts only when developed in a building which contains residential uses.

(4) Adult theaters are subject to the regulations for adult entertainment uses in LUC 20.20.127.

(5) Outdoor recreation facilities that include lighted sports and play fields or sports and play fields with amplified sound require administrative conditional use approval when located in the Downtown-R Zone.

(6) Boarding and commercial kennels are allowed as subordinate uses to a veterinary clinic or hospital meeting the criteria of LUC 20.20.130.

Residential – Downtown Districts

STD LAND USE CODE REF	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District

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	LAND USE CLASSIFICATION	DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
	Two or More Dwelling Units Per Structure	P	P	P	P	P	P
12	Group Quarters: Dormitories, Fraternal Houses, Excluding Military and Correctional Institutions and Excluding Secure Community Transition Facilities	P	P	P	P	P	P
13 ~~15~~	Hotels and Motels	P	P	P	P	P	P
15	Transient Lodging	C	C	C	C	C	C
	Congregate Care Senior Housing (1)	P	P2	P	P	P	P
6516	Nursing Home, Assisted Living			P	P	P	P

Comment [HC30]: Planning Commission direction from February 8, 2017

Notes: Uses in Downtown land use districts – Residential

(1) An agreement must be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director, restricting senior citizen dwellings or congregate care senior housing to remain for the life of the project.

(2) Where it is ancillary to Congregate Care Senior Housing, a maximum of forty percent of the area of a Congregate Care Senior Housing facility may be dedicated to a nursing home use, assisted living use, or a combination of both uses.

Comment [HC31]: NOTE ADDED since Downtown Livability Early Wins to offer code flexibility. Proposed code amendment adds a new Residential Use Note (2) which allows Congregate Care Senior Housing to have 40 percent nursing home use, assisted living use or a combination of both uses.

Services – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
61	Finance, Insurance, Real Estate Services	P (10)	P (10)	P (10)	P (4) (5) (11)	P (11)	P (10)
62	Personal Services: Laundry, Dry Cleaning, Barber and Beauty, Photography Studio and Shoe Repair	P	P	P	P (4) (5)	P	P (4)
6241	Funeral and Crematory Services						
6262	Cemeteries						
	Family Child Care Home in Residence (1)	P	P	P	P	P	P
629	Child Day Care Center (1) (2)	P	P	P	P	P	P

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Services – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
629	Adult Day Care	P	P	P	P	P	P
63	Business Services, Duplicating and Blue Printing, Steno, Advertising (Except Outdoor), Travel Agencies, Employment, and Printing and Publishing	P	P	P	P (4) (5)	P	P
634	Building Maintenance and Pest Control Services						
637	Warehousing and Storage Services, Excluding Stockyards						
639	Rental and Leasing Services: Cars, Trucks, Trailers, Furniture and Tools	P	P	P			P
641	Auto Repair and Washing Services			P (3) (8)			
649	Repair Services: Watch, TV, Electrical, Upholstery	P	P	P		P	
	Professional Services: Medical Clinics and Other Health Care Related Services (12)	P	P	P	P (4) (5)	P (4)	P
	Professional Services: Other	P	P	P	P (4) (5)	P (4)	P
	Pet Grooming and Pet Day Care (9)	P	P	P	P/A (11)	P	P
6513	Hospitals (12)			C	C		
66	Contract Construction Services: Building Construction, Plumbing, Paving and Landscape						
671	Governmental Services: Executive, Legislative, Administrative and Judicial Functions	P	P	P	P (5)	P (5)	P
672 673	Governmental Services: Protective			P	C	C	P

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Services – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
	Functions and Related Activities Excluding Maintenance Shops						
	Limited Governmental Services: Executive and Administrative, Legislative and Protective Functions (6)	P	P	P	P (5)	P (5)	P
674 675	Military and Correctional Institutions						
	Secure Community Transition Facility						
681	Education: Primary and Secondary (7)	A	A	A	A/C (7)	A	A
682	Universities and Colleges	P	P	P			P
683	Special Schools: Vocational, Trade, Art, Music, Driving, Barber and Beauty Schools	P	P	P	P/A (5) (11)	P (5)	P
691	Religious Activities	P	P	P	C	C	P
692 (A)	Professional and Labor Organizations Fraternal Lodge	P	P	P	C	C	P
692 (B)	Social Service Providers	P	P	P	C	C	P
	Administrative Office – General	P	P	P	P (4) (5)	P	P
	Computer Program, Data Processing and Other Computer-Related Services	P	P	P	P (4) (5)	P	P
	Research, Business Incubation, Development and Testing Services	P	P	P	P (4) (5)	P	P

Notes: Uses in Downtown land use districts – Services

(1) Refer to Chapter 20.50 LUC for definitions of child care service, family child care home, and child day care center.

(2) A child care service may be located in a community facility in any land use district pursuant to LUC 20.20.170.E.

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(3) Auto repair and washing services are permitted only if washing services are a subordinate use pursuant to LUC 20.20.840. All auto repair must be performed in a structure.

(4) Limited to a maximum of 2,000 gross square feet per establishment.

(5) Nonresidential uses are permitted in Downtown-R Districts only if developed in a building which contains residential uses.

(6) Uses are limited to 1,000 square feet, except for protective functions which are limited to community police stations of 1,500 square feet or less.

(7) Primary and secondary educational facilities are an administrative conditional use in all land use districts; provided, that in the DNTN-R District a Conditional Use Permit is required for:

(a) The siting of such educational facility on a site not previously developed with an educational facility; or

(b) The addition to or modification of a site previously developed with an educational facility where that addition or modification involves:

(i) An increase of 20 percent or more in the number of students occupying the school. The increase shall be measured against the number of students for which the school was designed prior to the addition or modification, without regard to temporary structures that may have been added to the site over time. If there is no information establishing the number of students for which the school was originally designed, then the increase shall be measured against the average number of students occupying the school in the three academic years immediately preceding the proposed addition or modification; or

(ii) A change in the age group of students occupying the school, or the addition of an age group where such age group was not previously served at the school, except that the addition of students younger than kindergarten age consistent with the definition of school in LUC 20.50.046 shall not be considered a change in the age group of students or an addition of an age group for purposes of this subsection. For purposes of this subsection, age group refers to elementary, middle, junior or high school, as defined and used by the school district operating the school; or

(iii) The addition of facilities or programs that may result in impacts not anticipated at the time the original school was developed, including, for example: development of lighted ballfields or the addition of lighting to existing ballfields; development of an exterior sound amplification system; development of fixed outdoor seating; or a proposal to increase the height of the facility pursuant to LUC 20.20.740.A.3.b.

(8) Battery exchange stations are ancillary to auto repair and washing services, and are permitted through the applicable review process as a component of that use. Operators of battery exchange stations must comply with federal and state law regulating the handling, storage, and disposal of batteries.

(9) Boarding and commercial kennels are permitted as a subordinate use to a pet grooming or pet day care meeting the criteria of LUC 20.20.130.

(10) Drive-in and drive-through facilities are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space. Parking must comply with LUC 20.25A.080.A.

(11) When the use occupies less than or equal to 2,000 square feet, the use is permitted outright. When the use occupies more than 2,000 square feet, an Administrative Conditional Use Permit is required.

(12) Stand-alone emergency rooms shall only be allowed when affiliated with a hospital.

Transportation and Utilities – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
41	Rail Transportation: Right-of-Way, Yards, Terminals, Maintenance Shops						
42 4291	Motor Vehicle Transportation: Bus Terminals, Taxi Headquarters	A	A	A			A
4214 422	Motor Vehicle Transportation: Maintenance Garages and Motor Freight Services						
43	Aircraft Transportation: Airports, Fields, Terminals, Heliports, Storage and Maintenance	A (3)	A (3)	A (4)			A (3)
	Accessory Parking (1) (2) (12)	P	P	P	P (14)	P	P
46	Auto Parking: Commercial Lots and Garages (12)	P (5)	P (5)	P (5)	A	P (5)	P (5)
	Park and Ride						
475	Radio and Television Broadcasting Studios	P	P	P		P	P
485	Solid Waste Disposal						
	Highway and Street Right-of-Way (12)	P	P	P	P	P	P
	Utility Facility	C	C	C	C	C	C
	Local Utility System	P	P	P	P	P	P
	Regional Utility System	C	C	C	C	C	C
	On-Site Hazardous Waste Treatment and Storage Facility						
	Off-Site Hazardous Waste Treatment and Storage Facility						
	Essential Public Facility (9)	C	C	C	C	C	C
	Regional Light Rail Transit Systems and Facilities (13)	C/P	C/P	C/P	C/P	C/P	C/P

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Transportation and Utilities – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
	Wireless Communication Facility (WCF): (without WCF Support Structures)	(6) (7) (10)	(6) (7) (10)	(6) (7) (10)	(6) (7) (10)	(6) (7) (10)	(6) (7) (10)
	Communication, Broadcast and Relay Towers Including WCF Support Structures (Freestanding)	(6) (7)	(6) (7)	(6) (7)	(6) (7)	(6) (7)	(6) (7)
	Satellite Dishes (8)	P	P	P	P	P	P
	Electrical Utility Facility (11)	A/C	A/C	A/C	A/C	A/C	A/C

Notes: Uses in Downtown land use districts – Transportation and Utilities

(1) The location of an off-site parking facility must be approved by the Director. See LUC 20.25A.080.D.

(2) Accessory parking requires approval through the review process required for the primary land use which it serves pursuant to this section.

(3) Aircraft transportation is limited in these districts to government heliports used exclusively for emergency purposes and regulated pursuant to the terms of LUC 20.20.450.

(4) Aircraft transportation is limited in these districts to government and hospital heliports used exclusively for emergency purposes and regulated pursuant to the terms of LUC 20.20.450.

(5) Design Review approval, Part 20.30F LUC, is required to establish a commercial parking facility. Refer to LUC 20.25A.080.E for additional development requirements.

(6) Wireless communication facilities (WCFs) are not permitted on any residential structure, undeveloped site located in a residential land use district, or site that is developed with a residential use; except WCFs are allowed on mixed-use buildings that include residential uses. This note does not prohibit locating WCF: on any nonresidential structure (i.e., churches, schools, public facility structures, utility poles, etc.) or in public rights-of-way in any residential land use district.

(7) Refer to LUC 20.20.195 for general requirements applicable to wireless communication facilities and other communication, broadcast and relay facilities.

(8) Refer to LUC 20.20.730 for general requirements applicable to large satellite dishes.

(9) Refer to LUC 20.20.350 for general requirements applicable to essential public facilities (EPF).

(10) Antenna and associated equipment used to transmit or receive fixed wireless signals when located at a fixed customer location are permitted in all land use districts and are exempt from the

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requirements of LUC 20.20.010, 20.20.195 and 20.20.525 so long as the antenna and equipment comply with 47 C.F.R. 1.400, now or as hereafter amended. A building permit may be required to ensure safe installation of the antenna and equipment.

(11) For the definition of electrical utility facility, see LUC 20.50.018, and for reference to applicable development regulations relating to electrical utility facilities, see LUC 20.20.255. For new or expanding electrical utility facilities proposed on sensitive sites as described by Map UT-7 of the Utilities Element of the Comprehensive Plan, the applicant shall obtain Conditional Use Permit approval under Part 20.30B LUC, complete an alternative siting analysis as described in LUC 20.20.255.D and comply with decision criteria and design standards set forth in LUC 20.20.255. For expansions of electrical utility facilities not proposed on sensitive sites as described by Map UT-7, the applicant shall obtain Administrative Conditional Use Permit approval under Part 20.30E LUC and comply with decision criteria and design standards set forth in LUC 20.20.255.

(12) Electric vehicle infrastructure, excluding battery exchange stations, is ancillary to motor vehicle parking and highways and rights-of-way, and is permitted through the applicable review process as a component of that use.

(13) Refer to Part 20.25M LUC, Light Rail Overlay District, for specific requirements applicable to EPF defined as a regional light rail transit facility or regional light rail transit system pursuant to LUC 20.25M.020. A Conditional Use Permit is not required when the City Council has approved a regional light rail transit facility or regional light rail transit system by resolution or ordinance, or by a development agreement authorized by Chapter 36.70B RCW and consistent with LUC 20.25M.030.B.1.

(14) Accessory parking is not permitted in residential land use districts as accessory to uses which are not permitted in these districts.

Wholesale and Retail – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
51	Wholesale Trade: General Merchandise, Products, Supplies, Materials and Equipment except the following:						
5111 5156 5157 5191 5192	Wholesale Trade: Motor Vehicles, Primary and Structural Metals, Bulk Petroleum						
5193	Scrap Waste Materials, Livestock						
	Recycling Centers (15)	P	P	P	A	A	P
521 522 523 524	Lumber and Other Bulky Building Materials Including Preassembled Products						

Wholesale and Retail – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
5251	Hardware, Paint, Tile and Wallpaper (Retail)	P	P	P	P (1)	P (5)	P
5252	Farm Equipment						
53	General Merchandise: Dry Goods, Variety and Dept. Stores (Retail)	P	P	P	P (1)	P (5)	P
54	Food and Convenience Store (Retail) (3)	P	P	P	P (1)	P (5)	P
5511	Autos (Retail), Motorcycles (Retail)	P (2)	P (2)	P (2)			P (2)
	Commercial Trucks, Recreational Vehicles (Retail)						
	Boats (Retail)	P (2)	P (2)	P (2)			P (2)
552	Automotive and Marine Accessories (Retail)			P			P
553	Gasoline Service Stations (8)	P	P	P			P
56	Apparel and Accessories (Retail)	P	P	P	P (1)	P (2)	P
57	Furniture, Home Furnishing (Retail)	P	P	P	P (1)	P (2)	P
58	Eating and Drinking Establishments (4) (7)	P	P	P	P	P	P
59	Misc. Retail Trade: Drugs, Liquor, Antiques, Books, Sporting Goods, Jewelry, Florist, Photo Supplies, Video Rentals and Computer Supplies (12)	P	P	P	P (1)	P (2)	P
	Handcrafted Products (Retail) (11) (14)	P	P	P	P (1)	P	P
	Adult Retail Establishments (6)	P	P	P		P	P
59	Marijuana Retail Outlet	A (4) (10)	A (4) (10)	A (4) (10)		A (4) (10)	A (4) (10)
5961	Farm Supplies, Hay, Grain, Feed and Fencing, etc. (Retail)						

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Wholesale and Retail – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
596	Retail Fuel Yards						
5996	Garden Supplies, Small Trees, Shrubs, Flowers, Ground Cover, Horticultural Nurseries and Light Supplies and Tools			P (13)	P (13)	P (13)	P (13)
5999	Pet Shop (Retail)	P	P	P	P (1)	P (5)	P
	Computers and Electronics (Retail)	P	P	P	P (1)	P (5)	P

Notes: Uses in Downtown land use districts – Wholesale and Retail

(1) Nonresidential uses are permitted in Downtown-R Districts only when developed within the same project limit and simultaneously with an equal or greater amount of floor area devoted to residential uses.

(2) No on-site outdoor display or inventory storage. Loading and unloading shall not be permitted in the right-of-way.

(3) Food and convenience stores (retail) must contain at least 75 percent square footage of retail food sales not for consumption on premises.

(4) Drive-in windows and drive-throughs are not permitted.

(5) Limited to a maximum of 15,000 gross square feet per establishment or up to 25,000 gross square feet through a conditional use.

(6) Adult retail establishments are subject to the regulations for adult entertainment uses in LUC 20.20.127.

(7) Microbrewery manufacturing is permitted when combined with an eating and drinking establishment.

(8) All wholesale and retail uses, which offer shopping carts to customers, shall (a) designate a shopping cart containment area as defined in BCC 9.10.010; (b) display signage around shopping cart corrals and at the perimeter of the shopping cart containment area that provides notice that unauthorized removal of a shopping cart from the premises constitutes theft under RCW 9A.56.270 and unauthorized abandonment of a shopping cart more than 100 feet away from the parking area of a retail establishment or shopping cart containment area is a Class 3 civil infraction as defined in RCW 7.80.120; and (c) display information on each shopping cart that is consistent with the labeling requirements of RCW 9A.56.270 and includes a 24-hour toll-free phone number to report abandoned shopping carts. Abandoned shopping carts or shopping carts located outside of a shopping cart containment area constitute a public nuisance under BCC 9.10.030(H) and may be abated through the provisions of Chapter 1.18 BCC.

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(9) Battery exchange stations are ancillary to gasoline service stations, and are permitted through the applicable review process as a component of that use. Operators of battery exchange stations must comply with federal and state law regulating the handling, storage, and disposal of batteries.

(10) See LUC 20.20.535 for general development requirements for marijuana uses.

(11) Handcrafted product manufacturing is permitted subordinate to a retail establishment selling that product; provided, that the manufacturing use occupies not more than 50 percent of the total square footage of the combined establishment.

(12) Drive-in and drive-through pharmacies are permitted as a subordinate use pursuant to LUC 20.20.840 only if located within a structured parking area and not adjacent to any publicly accessible space.

(13) Garden supplies excludes items such as large trees, rock and bulk supplies which require special handling equipment.

(14) No unreasonable threat to human health and the environment shall be caused by flammable, dangerous or explosive materials associated with this use.

(15) A recycling center is allowed as a subordinate use if it is consistent with LUC 20.20.725.

Resources – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
8	Resource Production (Minerals, Plants, Animals Including Pets and Related Services)						
81	Agriculture, Production of Food and Fiber Crops, Dairies, Livestock and Fowl, Excluding Hogs						
	Marijuana Production						
8192	Other Horticultural Specialties: Medical Cannabis Collective Gardens (4)						
821	Agricultural Processing						
	Marijuana Processing						
8221	Veterinary Clinic and Hospital (1) (3)	P	P	P	P	P/A (2)	P
8222	Poultry Hatcheries						
83	Forestry, Tree Farms and Timber Production						

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Resources – Downtown Districts

STD LAND USE CODE REF	LAND USE CLASSIFICATION	Downtown Office District 1	Downtown Office District 2	Downtown Mixed Use District	Downtown Residential District	Downtown Old Bellevue District	Downtown Office and Limited Business District
		DNTN O-1	DNTN O-2	DNTN MU	DNTN R	DNTN OB	DNTN OLB
8421	Fish Hatcheries						
85	Mining, Quarrying (Including Sand and Gravel), Oil and Gas Extraction						

Notes: Uses in Downtown land use districts – Resources

(1) See LUC 20.20.130 for general requirements applicable to this use.

(2) When the veterinary clinic and hospital occupies less than or equal to 2,000 square feet, the use is permitted outright. When the veterinary clinic and hospital occupies more than 2,000 square feet, an Administrative Conditional Use Permit is required.

(3) Boarding and commercial kennels are permitted as a subordinate use to a veterinary clinic or hospital meeting the criteria of LUC 20.20.130.

(4) Medical cannabis collective gardens are prohibited in Bellevue.

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20.25A.060 Dimensional Charts

Comment [HC32]: MOVED from 20.25A.020.A.2 and UPDATED to respond to CAC and Planning Commission direction.

REMOVED Perimeter C Design District.

UPDATED to divide DT-O-2 and DT-OLB into 3 smaller districts each. The DT-MU was divided into 2 smaller districts. Renamed Design Districts A and B to Perimeter Overlay Districts A and B. Divided each Perimeter Overlay District into 3 smaller districts. Increased maximum heights in some districts.

ADDED in 15' or 15% to maximum height for transparency. Increased max. FAR in some districts.

ADDED 40' Tower Setback from interior property line that would take effect on towers 75 feet high. Setback starts 45 feet up. Required more open space and reduced floor plates for additional height over the max. height which is currently allowed.

A. Dimensional Requirements in Downtown Districts.

1. General. The provisions of this section set forth the dimensional requirements for each land use district and Perimeter Overlay District in the Downtown as depicted in Figures 20.25A.060.A.2 and 3. Each structure, development, or activity in a Downtown Land Use District shall comply with these requirements except as otherwise provided in this Part. In Downtown, front setbacks rarely apply. Buildings are built to the "build-to" line which is either the property line or the right-of-way line unless otherwise determined by the Director.

2. Land Use District Map. Figure 20.25A.060.A.2 illustrates the locations of the Downtown Land Use Districts within the boundaries of the Downtown Subarea. The Land Use District Map should be viewed together with the Perimeter District Overlay Map below for a complete overview of the zoning applicable on any specific site.

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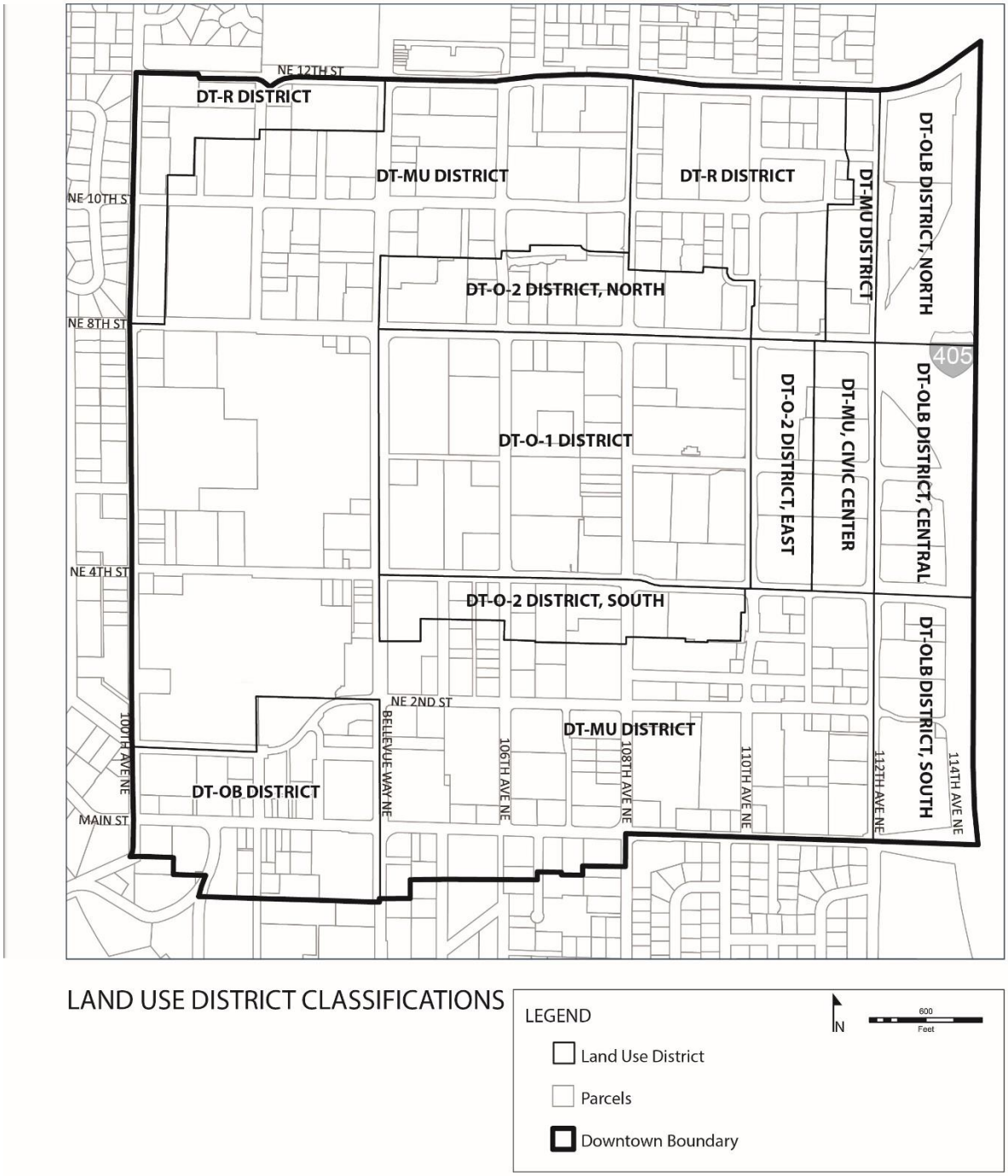
Figure 20.25A.060.A.2



LAND USE DISTRICT CLASSIFICATIONS

3. Perimeter Overlay District Map. Figure 20.25A.060.A.3 illustrates the locations of the Downtown Perimeter Overlay Districts within the boundaries of the Downtown Subarea in relationship to the Downtown Land Use Districts. The Perimeter District Overlay Map should be viewed together with the Land Use District Map above for a complete overview of the zoning applicable on a site. In addition to the applicable Land Use District, a site may be located partially or entirely with a Perimeter District.

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Figure 20.25A.060.A.3

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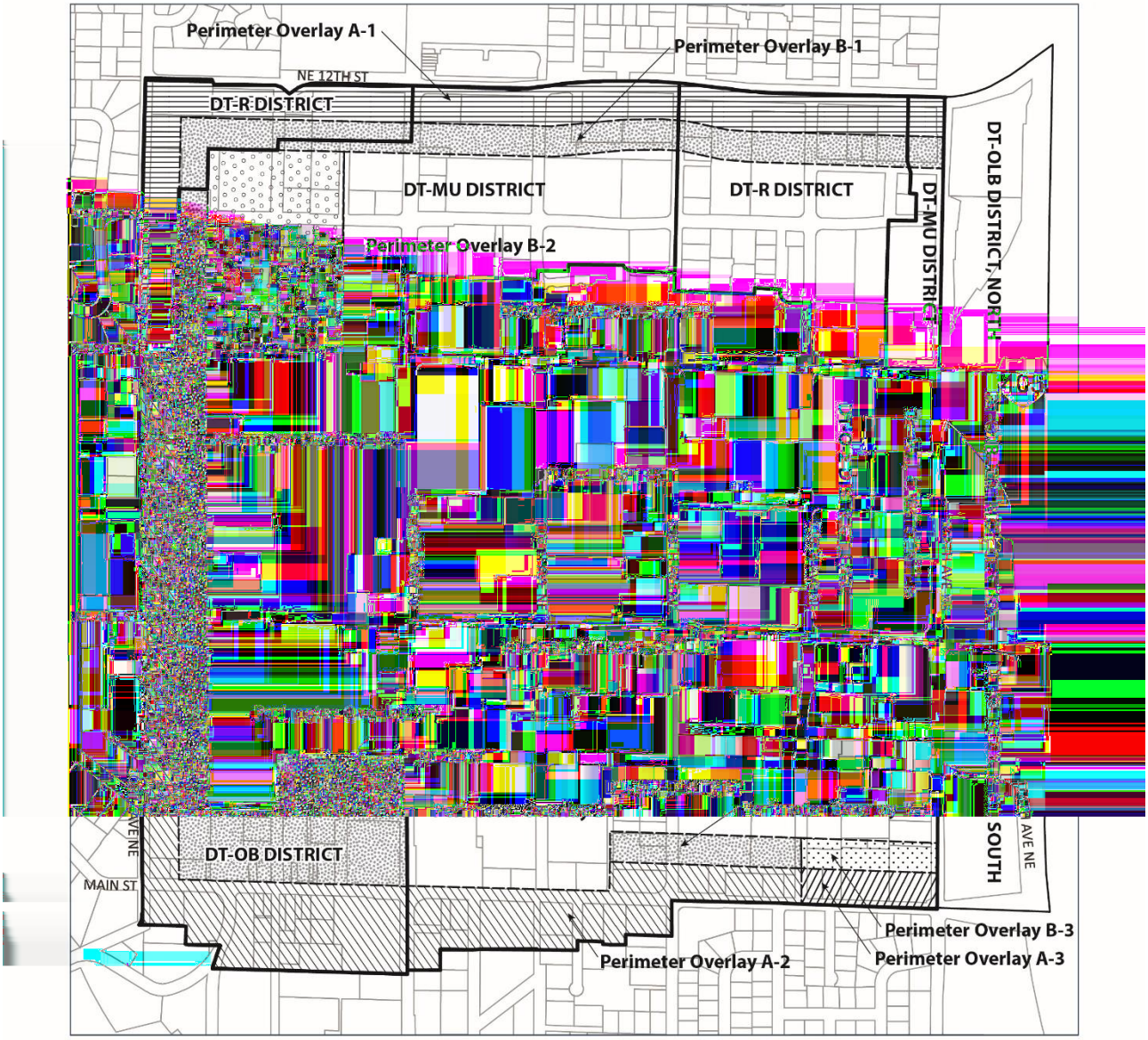
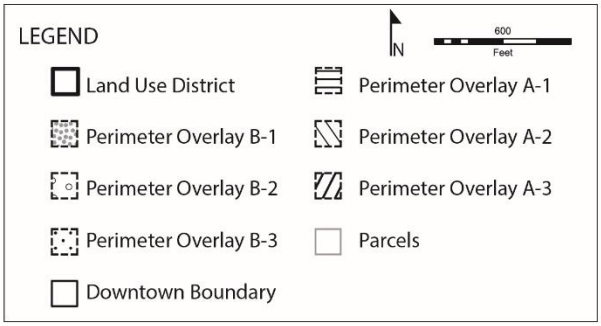


DIMENSIONAL REQUIREMENTS BY LAND USE DISTRICT AND PERIMETER OVERLAY



4. Dimensional Chart. Chart 20.25A.060.A.4 sets forth the dimensional requirements applicable to each Land Use District and Perimeter Overlay District that are mapped in Figures 20.25A.060.A.2 and 3 above.

Note: For the purposes of this dimensional chart, the DT-O-2, DT-MU, and DT-OLB are divided into smaller areas. The rest of this Part 20.25A does not divide these Districts into smaller areas.

Dimensional Requirements in Downtown Districts

Downtown Land Use District	Building Type (2)(5)	Minimum Tower Setback above 45' Where Building Exceeds 75'	Maximum Floor Plate Above 40' (4)	Maximum Floor Plate Above 80' (4)	Maximum Lot Coverage (13)	Maximum Building Height	Floor Area Ratio: Base / Maximum (3)	Tower Separation Above 45' Where Building exceeds 75'	Trigger for additional height
DT-O-1	Nonresidential	40' (15)	24,000 gsf/f	24,000 gsf/f	100%	600' (8)	6.75/ 8.0	80'	345 (7)
	Residential	40' (15)	22,000 gsf/f	13,500 gsf/f	100%	600' (8)	6.5 / 10.0	80'	450' (7)
	Above-Grade Parking	40' (15)	20,000 gsf/f	20,000 gsf/f	100%	100' (9)	N/A	80'	N/A (10)
DT-O-2 North of NE 8th St.	Nonresidential	40' (15)	24,000 gsf/f	24,000 gsf/f	100%	460'	5.0/ 6.0	80'	288' (7)
	Residential	40' (15)	22,000 gsf/f	13,500 gsf/f	100%	460'	5.0 / 6.0	80'	288' (7)
	Above-Grade Parking	40' (15)	20,000 gsf/f	20,000 gsf/f	100%	100' (9)	NA	80'	N/A (10)
DT-O-2 East of 110th Ave. NE	Nonresidential	40' (15)	24,000 gsf/f	24,000 gsf/f	100%	403'	5.0 / 6.0	80'	288' (7)
	Residential	40' (15)	22,000 gsf/f	13,500 gsf/f	100%	403'	5.0/ 6.0	80'	288' (7)
	Above-Grade Parking	40' (15)	20,000 gsf/f	20,000 gsf/f	100%	100' (9)	NA	80'	N/A (12)
DT-O-2 South of NE 4th	Nonresidential	40' (15)	24,000 gsf/f	24,000 gsf/f	100%	345'	5.0 / 6.0	80'	288' (7)
	Residential	40' (15)	22,000 gsf/f	13,500 gsf/f	100%	345'	5.0 / 6.0	80'	288'
	Above-Grade Parking	40' (15)	20,000 gsf/f	20,000 gsf/f	100%	100' (9)	NA	80'	N/A (10)
DT-MU	Nonresidential	40' (15)	22,000 gsf/f	20,000 gsf/f	100%	230'	3.25 / 5.0	80'	115' (7)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	288'	4.25 / 5.0	80'	230' (7)
	Above-Grade Parking	N/A	20,000 gsf/f	N/A	75%	60' (9)	N/A	NA	N/A (10)
DT-MU Civic Center	Nonresidential	40' (15)	22,000 gsf/f	20,000 gsf/f	100%	403'	3.25 / 6.0	80'	115' (7)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	403'	4.25/ 6.0	80'	230' (7)
	Above-Grade Parking	N/A	20,000 gsf/f	N/A	75%	60' (9)	N/A	N/A	N/A (10)
DT-OB	Nonresidential	40 (15)	20,000 gsf/f	13,500 gsf/f	100%	(11)	(11)	80'	N/A (10)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	(11)	(11)	80'	N/A (10)
	Above-Grade Parking	N/A	N/A	N/A	75%	(11)	(11)	N/A	N/A (10)

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Downtown Land Use District	Building Type (2)(5)	Minimum Tower Setback above 45' Where Building Exceeds 75'	Maximum Floor Plate Above 40' (4)	Maximum Floor Plate Above 80' (4)	Maximum Lot Coverage (13)	Maximum Building Height	Floor Area Ratio: Base / Maximum (3)	Tower Separation Above 45' Where Building exceeds 75'	Trigger for additional height
DT-R	Nonresidential	N/A	20,000 gsf/f	NA	75%	75'	0.5 / 0.5	N/A	N/A (10)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	230'	4.25 / 5.0	80'	N/A (10)
	Above-Grade Parking	N/A	N/A	N/A	75%	40' (9)	N/A	N/A	N/A (10)
DT-OLB North (between NE 8th Street and NE 12th Street)	Nonresidential	40' (15)	30,000 gsf/f	20,000 gsf/f	100%	86'	2.5 / 3.0	80'	N/A (10)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	104'	2.5 / 3.0	80'	N/A (10)
	Above-Grade Parking	N/A	20,000 gsf/f	N/A	75%	45'(9)	N/A	N/A	N/A (10)
DT-OLB Central (between NE 4th Street and NE 8th Street)	Nonresidential	40' (15)	30,000 gsf/f	20,000 gsf/f	100%	403	2.5 / 6.0	80'	90' (7)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	403	2.5 / 6.0	80'	105' (7)
	Above-Grade Parking	N/A	20,000 gsf/f	N/A	75%	45' (9)	N/A	N/A	N/A (10)
DT-OLB South (between Main Street and NE 4th Street)	Nonresidential	40' (15)	30,000 gsf/f	20,000 gsf/f	100%	230'	2.5 / 5.0	80'	90' (7)
	Residential	40' (15)	20,000 gsf/f	13,500 gsf/f	100%	230'	2.5/ 5.0	80'	105' (7)
	Above-Grade Parking	N/A	20,000 gsf/f	N/A	75%	45' (9)	N/A	N/A	N/A (10)

Additional Dimensional Requirements in Downtown Perimeter Overlay Districts

Downtown Perimeter Overlay District	Building Type (2)(5)	Minimum Tower Setback above 45' Where Building Exceeds 75'	Minimum Setback from Downtown Boundary (1)	Maximum Lot Coverage (13)	Maximum Building Height	Floor Area Ratio: Base / Maximum (3)	Triggers for Additional Height
Perimeter Overlay A-1	Nonresidential	N/A	20' (6)	75%	40' (8)	1.0 in MU; 0.5 in R/ 1.0 in DT-MU and DT-OB; 0.5 in DT-R	N/A (10)
	Residential	N/A	20' (6)	75%	55' (8)	3.0 / 3.5	N/A (10)
	Above-Grade Parking	N/A	20' (6)	75%	40' (9)	N/A	N/A (10)
Perimeter Overlay A-2	Nonresidential	N/A	20' (6)	75% in DT-MU 100% in DT-OB	40'(8)	1.0 / 1.0	N/A (10)
	Residential	N/A	20' (6)	75% in DT-MU 100% in DT-OB	70' (7) (8)	3.25/ 3.5	55' (9) (7)
	Above-Grade Parking	N/A	20' (6)	75%	40' (9)	N/A	N/A (10)
Perimeter Overlay A-3	Nonresidential	N/A	20' (6)	75%	70' (8)	1.0 / 1.0	40' (7)
	Residential	N/A	20' (6)	75%	70' (8)	3.25 / 5.0 (14)	55'
	Above-Grade Parking	N/A	20' (6)	75%	40' (9)	N/A	N/A (10)

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Downtown Perimeter Overlay District	Building Type (2)(5)	Minimum Tower Setback above 45' Where Building Exceeds 75'	Minimum Setback from Downtown Boundary (1)	Maximum Lot Coverage (13)	Maximum Building Height	Floor Area Ratio: Base / Maximum (3)	Triggers for Additional Height
Perimeter Overlay B-1	Nonresidential	N/A	N/A	75% in DT-MU and DT-R 100% in DT-OB	72'	1.5 in DT-MU; 1.0 in OB; 0.5 in DT-R / 1.5 in DT-MU; 1.0 in DT-OB; 0.5 in DT-R	N/A (10)
	Residential	40' (15)	N/A	75% in DT-MU and DT-R 100% in DT-OB	99'	4.25 / 5.0	99' (7)
	Above-Grade Parking	N/A	N/A	75%	40' (9)	N/A	N/A (10)
Perimeter Overlay B-2	Nonresidential	N/A	N/A	75%	72'	1.5 / 1.5	N/A (10)
	Residential	40' (15)	N/A	75%	176'-264' (7) (12) (15)	4.25 / 5.0	105' (7)
	Above-Grade Parking	N/A	N/A	75%	40' (9)	N/A	N/A (10)
Perimeter Overlay B-3	Nonresidential	N/A	N/A	75%	72'	1.5 / 1.5	N/A (10)
	Residential	40' (15)	N/A	75%	220' (7)	4.25/ 5.0 (14)	105' (7)
	Above-Grade Parking	N/A	N/A	75%	40' (9)	N/A	N/A (10)

20.25A.060

Notes: Dimensional requirements in Downtown Districts and Perimeter Overlay Districts

(1) Minimum setbacks from Downtown boundary are subject to required landscape development. See LUC 20.25A.110.

(2) A single building is considered residential if more than 50 percent of the gross floor area is devoted to residential uses. See LUC 20.50.020 for the definition of "floor area, gross."

(3) The maximum permitted FAR may only be achieved by participation in the FAR Amenity Incentive System, LUC 20.25A.070. Where residential and nonresidential uses occur in the same building, the FAR is limited to the maximum FAR for the building type as determined in accordance with Note (2).

(4) See paragraph B of this section for exceptions to the minimum stepback and maximum building floor plate requirements.

(5) Hotels and motels shall be considered as residential structures for all dimensional standards except for maximum floor plate where they shall be considered nonresidential.

(6) On lots that are bisected by the Downtown boundary, the Director may allow the minimum setback from the Downtown boundary to be measured from the perimeter property lines abutting other lots located outside the Downtown boundary. The modification must be consistent with the Perimeter District purpose statement contained in 20.25A.010.B. This provision may be used to modify only the setback location and not the minimum setback size.

(7) Refer to LUC 20.25A.075.A for additional requirements when exceeding the trigger for additional height.

(8) No additional building height allowed. All standards must be met.

(9) No additional height allowed for parking garages. Any mechanical equipment shall be placed inside the structure.

(10) No additional building height above the maximum shall be permitted through the administrative departure process.

(11) The DT-OB has no maximum heights or floor area ratios that are independent of the perimeter overlay districts because the entire district is covered by overlays. The applicable maximum heights and floor area ratios in the DT-OB shall be controlled by the applicable perimeter overlay district provisions.

(12) Within Perimeter Overlay B-2, multiple tower projects are allowed variable tower heights of 176 feet to 264 feet with an average of no more than 220 feet. Master Development Plan approval is required. Single tower projects within the Perimeter Overlay B-2 shall be limited to ~~160~~ 220 feet unless the Director approves an Administrative Departure pursuant to LUC 20.25A.030.D.

(13) Underground buildings as defined in LUC 20.50.050 are not structures for the purpose of calculating lot coverage.

(14) If a residential development falls within both Perimeter Overlay Districts A-3 and B-3, then a maximum of 1.0 FAR may be transferred within the project limit from Perimeter Overlay District A-3 to B-3 so long as the average FAR throughout the project does ~~may~~ not exceed 5.0 FAR.

(15) The tower setback shall be applied-from interior property lines only. Please see LUC 20.25A.060.B.4 for additional tower setback provisions.

B. Exceptions to Dimensional Requirements.

Exceptions authorized pursuant to this paragraph shall be reviewed as administrative departures subject to the terms of LUC 20.25A.030.D.1.

1. Floor Plate Exceptions.

Comment [HC33]: MOVED from LUC 20.25A.020.B.1 and UPDATED

a. Connecting Floor Plates. For structures that do not exceed 70 feet in height (as defined by the International Building Code, as adopted and amended by the City of Bellevue), the Director may approve the connection of floor plates above 40 feet such that those floor plates exceed the "Maximum Building Floor Area per Floor Above 40 Feet;" provided, that:

i. The connection is to allow for safe and efficient building exiting patterns;

ii. The connecting floor area shall include required corridor areas, but may include habitable space;

iii. The alternative design results in a building mass that features separate and distinct building elements;

iv. The connection shall act as a dividing point between two floor plates, neither of which exceeds the maximum floor plate size; and

v. The connecting floor area shall comply with the design guidelines for Connecting Floor Plates in LUC 20.25A.180.C.

Connection may include habitable space

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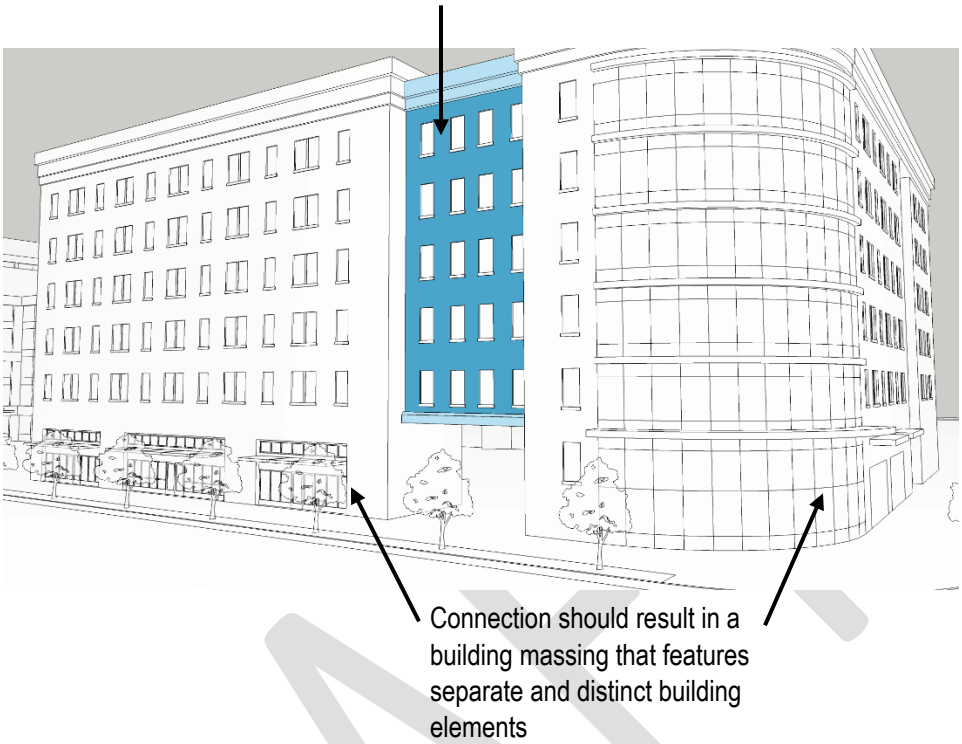

b. Performing Arts Centers may have unlimited floorplates up to 100 feet in height, measured from average finished grade, provided that:

i. The floor plate exception applies only to that portion of the building which contains the performing arts use;

ii. The area is the minimum area necessary to accommodate the performing arts use;

iii. Subordinate uses do not exceed 25 percent of the total area; and

iv. The ground floor design is consistent with the design guidelines for "A" rights-of-way, excluding the arcade provision.

2. Intrusions into Required Dimensional Standards.

a. Intrusions over the Sidewalk

i. Marquees, awnings, or other kinds of weather protection which comply with the requirements of 20.25A.170.A.2.b are permitted to extend over the public right-of-way upon approval of the Director of the Transportation Department and the Director notwithstanding the provisions of the Sign Code, Chapter 22B.10 BCC, or any other City Code.

ii. External decks and balconies are permitted to extend over the right-of-way upon approval of the Director or the Transportation Department and the Director and shall be a minimum clearance of 20 feet above the right-of-way, and no greater in depth that 50% of the width of the required sidewalk.

b. Intrusions into Setbacks

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i. Architectural elements such as louvers and fins may intrude into the setback upon approval of the Director.

ii. External decks and balconies that intrude into the tower setback are permitted upon approval of the Director.

c. Intrusions into Stepbacks

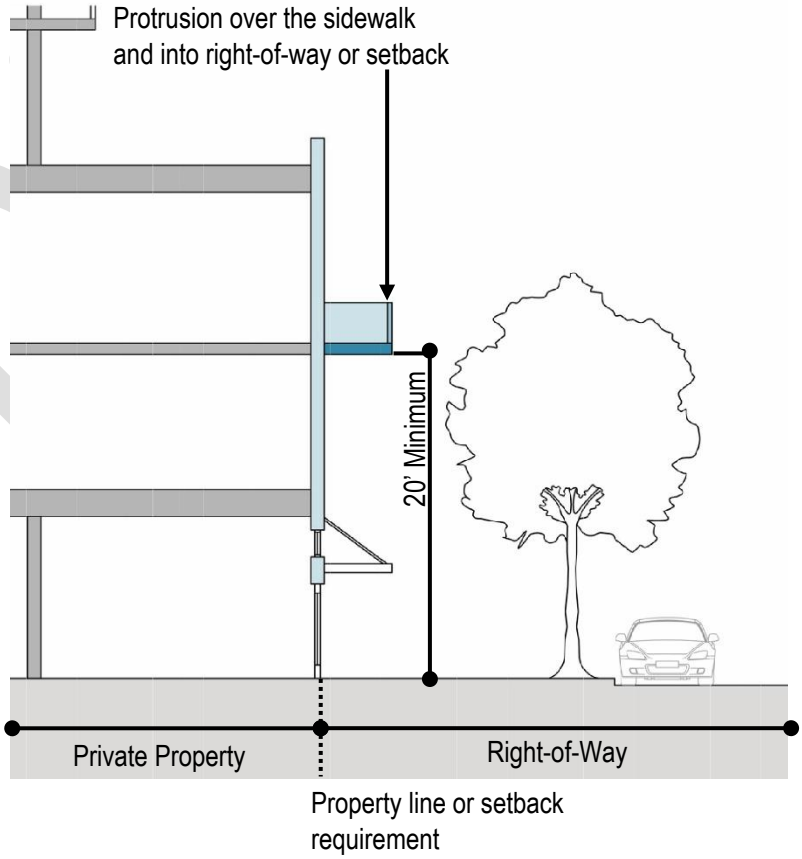
i. The Director may approve modifications to the minimum required stepback if:

(1) The applicant can demonstrate that the resulting design will be more consistent with the Design Guidelines of 20.25A.140 through 20.25A.180; and

(2) The intrusions for building modulation or weather protection features shall be a maximum of 20 percent of the length of the whole façade, 25 percent of the depth of the required stepback, and a maximum of 10 feet in length per intrusion.

ii. The Director may approve modifications to the stepback requirements for performing arts centers if:

(1) Interesting roof forms, significant floor plate modulation, significant façade modulation, or other such unique architectural features are provided to minimize impacts to abutting structures.



3. Height Exceptions for Mechanical Equipment. The Director may approve intrusions that are necessary for mechanical equipment, such as elevator overruns, up to a maximum of 20 feet or as necessary to accommodate new technology above the maximum height limit if the following conditions are met:

   a. The applicant can demonstrate that the intrusion is the minimum necessary to serve the needs of the building;

   b. No more than a maximum of twenty percent of the rooftop may be covered with mechanical structures or housings; and

   c. All mechanical equipment shall be consolidated in a central location or integrated with the building architecture.

4. Tower Setback Exception.

   a. If a parcel is less than or equal to 30,000 square feet, the tower setback may be reduced to 20 feet as measured 45 feet above average finished grade.

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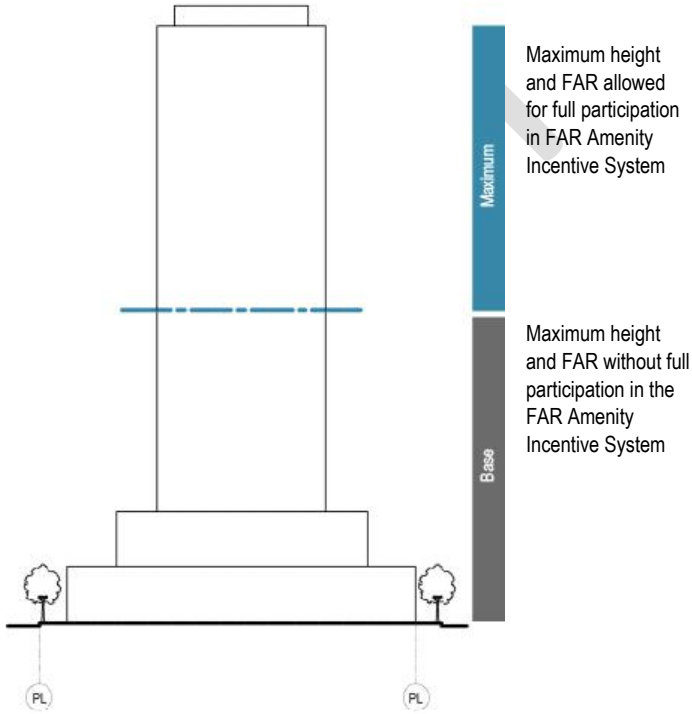
20.25A.070 Amenity Incentive System and Floor Area Ratio

Comment [HC34]: MOVED from LUC 20.25A.030 and amended based on BERK analysis

A. General.

A building may exceed the base floor area ratio or base building height permitted for development within a Downtown Land Use District or Perimeter Overlay pursuant to LUC 20.25A.060.A.4 only if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted for the district or overlay unless expressly permitted by the terms of this code. The bonus ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.



B. Required Review.

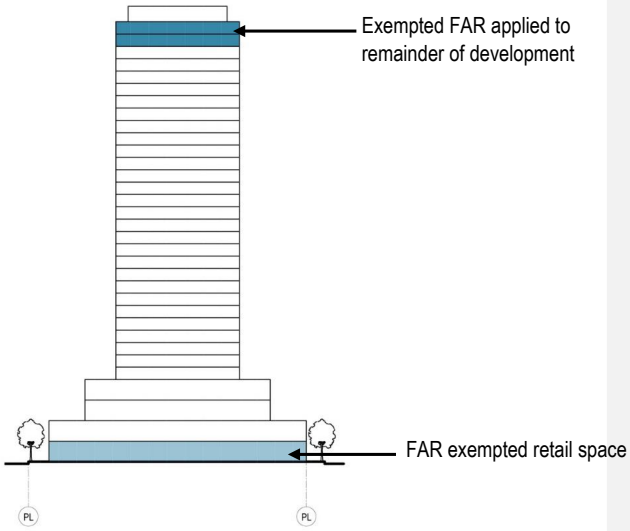
The Director may approve an amenity which complies with subsection D of this section if all the specific amenity system requirements are satisfied and established design criteria for the amenity have been met.

C. FAR Exemptions, Special Dedications, and Conversion of Previously Approved Exempt Retail Activity Space.

1. FAR Exemption for Ground Level and Upper Level Active Uses. For purposes of applying the Amenity Incentive System, a level shall be considered the ground level so long as less than half of that ground level story height is located below the average finished grade of the adjacent public right-of-way or pedestrian connection. The single building story immediately above the ground level story and intended to activate the ground level pedestrian environment through demonstrated compliance with the Upper Level Active Uses design guidelines contained in LUC 20.25A.170.D, shall be considered an upper level.

a. Ground Level Floor Areas Meeting the Definition of Active Uses. Each square foot of ground level floor area of active uses that satisfies the requirements of 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 (Pedestrian Corridor / High Streets – A Rights of Way) shall be eligible for an exemption from calculation of maximum floor area of up to 1.0 FAR, except where specifically provided by the terms of this code.

b. Upper Level Floor Areas Meeting the Definition of Active Uses. Each square foot of upper level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.D (Upper Level Active Uses) shall be eligible for an exemption from calculation of maximum floor area of up to 0.5 FAR, except where specifically provided by the terms of this code.



2. FAR Exemption for Affordable Housing (RESERVED)

Comment [HC35]: Deferred pending the conclusion of the Citywide Affordable Housing Technical Advisory Group work

3. Floor Area Earned from Special Dedications

a. General. Land which is dedicated to the City of Bellevue for right-of-way or to accommodate the linear alignment of an RLRT system without compensation to the owner in conformance with subsection 3.b of this section is included in land area for the purpose of computing maximum FAR notwithstanding the definition of floor area ratio (FAR) contained in LUC 20.25A.020.A.

b. Special Dedications.

i. A property owner may make a special dedication by conveying land identified for right-of-way or linear alignment of an RLRT system acquisition in a Transportation Facilities Plan of the Comprehensive Plan, the Transportation Facilities Plan adopted by the City Council or the Capital Investment Program Plan to the City of Bellevue by an instrument approved by the City Attorney.

ii. A property owner may also make a special dedication by conveying land identified by the Director of Transportation as necessary for safety or operational improvement projects.

c. Recording Requirements. The applicant shall record the amount (square footage) of floor area earned by area dedicated in conformance this paragraph with the King County Recorder's Office, or its successor agency, and provide a copy of the recorded document to the Director.

4. Conversion of Previously Approved Exempt Retail Activity Space

a. General. Exempt Retail Activity space approved pursuant to the Downtown Overlay Part 20.25A. LUC in effect prior to [INSERT EFFECTIVE DATE OF THE ORDINANCE] may be converted to Active Use space pursuant to the provisions of this paragraph.

b. Requirements. The Director may approve a conversion of Exempt Retail Activity Space approved pursuant to the Downtown Overlay Part 20.25A. LUC in effect prior to [INSERT EFFECTIVE DATE OF THE ORDINANCE] provided the following requirements are met:

i. Prior to Conversion. The applicant shall show a good faith effort to locate retail tenants meeting the Pedestrian Oriented Frontage use requirements of the previous approval before a conversion may be considered by the Director.

ii. Requirements for Conversion to be Approved.

(1) Uses allowed to occupy the previously approved exempt retail activity space shall meet the definition of DT – Active Uses contained in LUC 20.25A.020;
(2) Conversion of the previously approved exempt retail activity space shall not allow the building to exceed the maximum FAR contained in LUC 20.25A.060; and

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(3) The converted space shall be retrofit, to the maximum extent feasible, to comply with the requirements of LUC 20.25A.170.B.1 (Pedestrian Corridor / High Streets – A Rights of Way).

D. Specific Amenity Incentive System Requirements.

1. Participation in the Amenity Incentive System shall comply with Chart 20.25A.070.D.4, provided below. Amenity bonus rates and applicability will follow Downtown Neighborhood boundaries as shown in Figure 20.25A.070.D.1.

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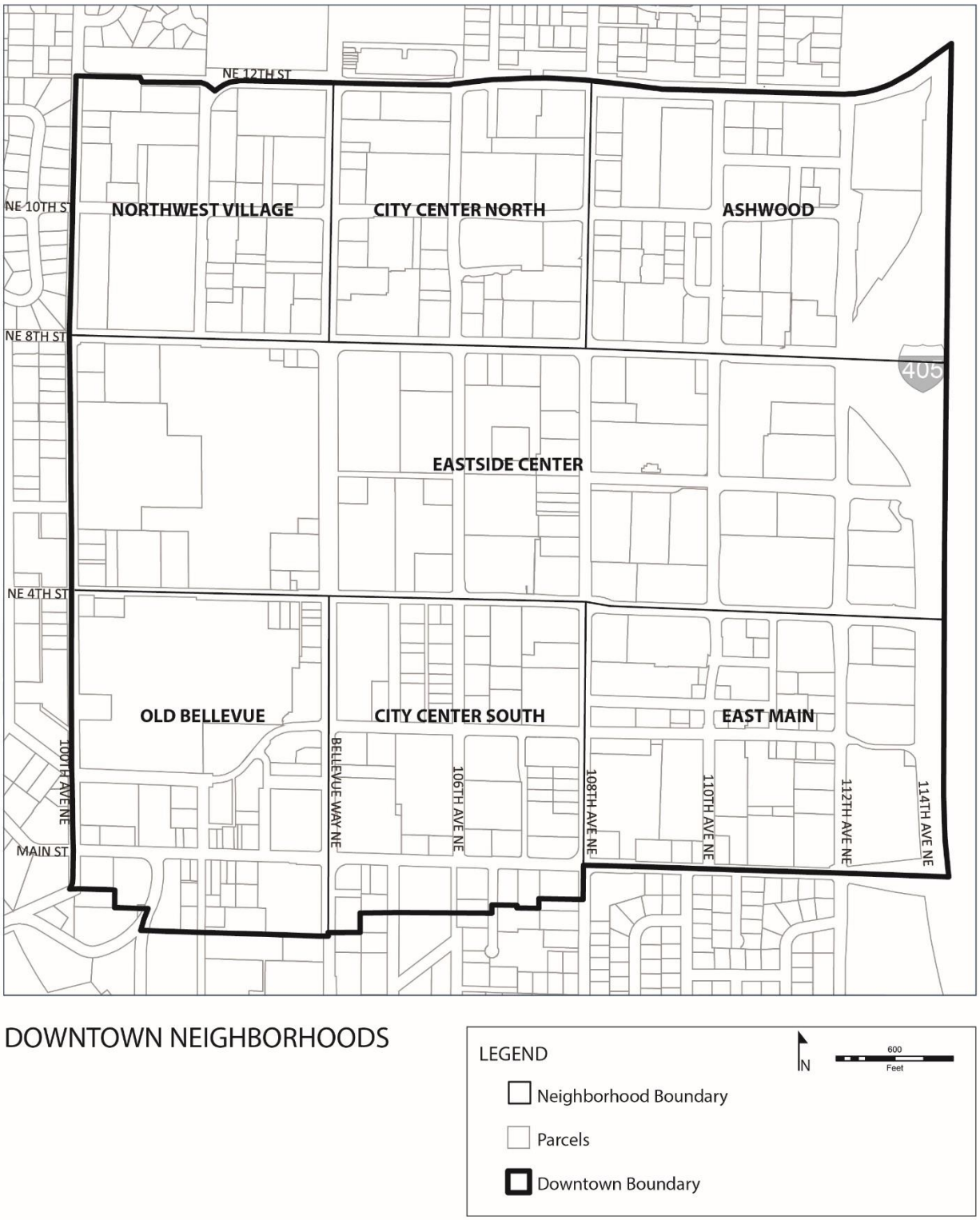
Figure 20.25A.070.D.1



2. Development within a project limit may only exceed its base FAR or base building height by providing amenities as described in Chart 20.25A.070.D.4 and this subsection.

a. Calculation of Amenity Incentive Need. The process below shall be used to determine the amenity incentive need by individual building. There are two conditions that will guide a building's amenity need based on it being above or below the base building heights shown in LUC 20.25A.060.A.4.

Condition 1: All building floor area is developed below the base building height. In this case, the amount of square footage above the base FAR is equal to the amenity need expressed in amenity points.

Condition 2: A portion of the building floor area is developed above the base building height. In this case, the greater of the floor area being constructed above base FAR, OR the floor area being constructed above base height divided by two shall count as the amenity need in points for each building. For example: A building has 60,000 square feet above base FAR and 30,000 square feet above base building height divided by two = 15,000; the amenity need would be 60,000 amenity points. A building with zero square feet above base FAR and 20,000 square feet above base building height divided by two would have an amenity need of 10,000 amenity points.

For multi-building development, the individual building amenity calculations will be combined for an overall development's amenity need.

b. Allocation of Amenities. The Amenity Incentive System has a focus on public open space features. It is required that 75 percent or more of a project's amenity need must utilize one or more of the following amenities: Major Pedestrian Corridor, Outdoor Plaza, Donation of Park Property, Improvement of Public Park Property, Enhanced Streetscape, Active Recreation Area, Enclosed Plaza or Alleys with Addresses. Up to 25 percent of a project's amenity need may utilize any other amenity on the amenity list or continue to use public open space feature amenities.

c. In-lieu Fees. In-lieu fees may be used for up to 50 percent of a project's amenity need. The in-lieu fee as of [EFFECTIVE DATE] 2017 is $28.00 per amenity point. In-lieu fees shall be assessed and collected at building permit issuance. The collected in-lieu fees will be used for public open space improvements by the City. The amenity incentive system in-lieu fee rate, published in the City's fee rate schedule, will be reviewed annually, and, effective January 1st of each year, may be administratively increased or decreased by an adjustment to reflect the current published annual change in the Seattle Consumer Price Index for Wage Earners and Clerical Workers as needed in order to maintain accurate costs for the region.

3. In a multi-building development within a single project limit, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director through a Master Development Plan. If construction of the multi-building development is to be phased, no phase may depend on the future construction of amenities.

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4. Amenity Incentive System

Chart 20.25A.070.D.4 Amenity Incentive System

LIST OF BONUSABLE AMENITIES	APPLICABLE NEIGHBORHOODS/DISTRICTS AND BONUS RATIOS						
	Northwest Village	**City Center North**	**Ashwood**	**Eastside Center**	**Old Bellevue**	**City Center South**	**East Main**
PUBLIC OPEN SPACE FEATURE AMENITIES							
1. Major Pedestrian Corridor and Major Public Open Spaces: The Major Pedestrian Corridor and Major Public Open Spaces located on or in the immediate vicinity of NE 6th Street between Bellevue Way and 112th Avenue NE.				~~250~~13.3:1			
	13.3 ~~250~~ bonus points per ~~linear~~square foot of Pedestrian Corridor or Major Public Open Space constructed. ~~Major Public Open Space calculated separately through Outdoor Plaza bonus provisions, below.~~ **DESIGN CRITERIA:** 1. Pedestrian Corridor and Major Public Open Space improvements must comply with the requirements of LUC 20.25A.090.~~C.1~~.						
2. Outdoor Plaza: A publically accessible, continuous open space, predominantly open from above, and designed to relate to the surrounding urban context. Outdoor plazas prioritize pedestrian use and serve as opportunities to activate the Downtown for residents and users.	9.3:1	9.3:1	8.4:1	9.3:1	8.4:1	8.4:1	8.4:1
	8.4 bonus points per square foot of outdoor plaza in Priority Neighborhoods; 9.3 bonus points per square foot in High Priority Neighborhoods. **DESIGN CRITERIA:** 1. Minimum plaza size is 3,000 square feet with a maximum bonusable area of 20 percent of the gross lot area. Plazas larger than 10,000 square feet may earn additional bonus points if they are designed in a manner to provide for activities to promote general public assembly. 2. Minimum plaza size may be met through the linking of smaller plaza spaces in a cohesive, logical manner with a strong design narrative. 3. Minimum seating provided shall be 1 linear foot of seating space per 30 square feet of plaza space. 4. A minimum of 20 percent of the area eligible for bonus amenity points in the plaza must be landscaped. 5. Plaza amenities to enhance the users experience must be provided, e.g. art and water elements. 6. Provide physical and visual access to the plaza from the sidewalk and be located within thirty inches of adjacent sidewalk grade. 7. Provide for sense of security to users through well-lit and visible spaces. 8. Must provide directional signage that identifies circulation routes for all users and informs the public that the space is accessible to the public at all times. The signage must be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this provision and achieves the design objectives for the building and the site may propose an alternative that is consistent with this provision and achieves the design objectives for the building and the site. 9. Plazas must be open to the public at all times require an easement for public right of pedestrian use in a form approved by the City.						

Comment [F36]: Pedestrian Corridor and Major Public Open Space bonus rate based on $300 per square foot construction cost estimate and $22.50 FAR exchange rate.

Comment [F37]: Outdoor plaza bonus based on $210 per square foot construction cost estimate and $25 FAR exchange rate. Adjustment for High Priority locations articulated in the CAC Final Report using $22.50 FAR exchange rate. Added Old Bellevue as applicable Neighborhood; not included as bonusable location in CAC Final Report.

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LIST OF BONUSABLE AMENITIES	APPLICABLE NEIGHBORHOODS/DISTRICTS AND BONUS RATIOS						
	Northwest Village	City Center North	Ashwood	Eastside Center	Old Bellevue	City Center South	East Main
	10. Plazas must meet all design criteria for design guidelines for public open spaces. 11. Square footage for purposes of calculating amenity points shall not include vehicle or loading drive surfaces.						
3. Donation of Park Property: Property which is donated to the City, with no restriction, for park purposes.	45 bonus points for every $1,000 of appraised value of property donated for park purposes if property is located in Northwest Village or East Main Neighborhood. 40 bonus points for every $1,000 of appraised value if property is located in any other Downtown Neighborhood. Park property donation may occur in Downtown neighborhoods that are different from where the development project occurs. **DESIGN CRITERIA:** 1. The need for such property in the location proposed must be consistent with City-adopted policies and plans. 2. The minimum size of a donated park parcel is 4,000 square feet. 3. Donated park parcels must be located within the Downtown, but need not be contiguous with the site for which development is proposed						
4. Improvement of Public Park Property: Improvements made to City-owned community, neighborhood, and miniparks within the Downtown Subarea.	45 bonus points for every $1,000 of public park property improvement if park is located in Northwest Village or East Main Neighborhood. 40 bonus points for every $1,000 of public park property improvement if located in any other Downtown Neighborhood. Park property improvement may occur in Downtown neighborhoods that are different from where the development project occurs. **DESIGN CRITERIA:** 1. Improvements made to a City-owned community, neighborhood, and mini-park must be consistent with the Downtown Subarea Plan. 2. Improvements made to City-owned parks must be constructed by the developer consistent with applicable City plans, and approval by the Director of the Parks & Community Services Department.						
5. Enhanced Streetscape: A continuous space between the back of the curb and the building face which allows internal activities to be externalized or brought out to the sidewalk. This space is provided along the building front and activated by residential patios or stoops, small retail, restaurant, and other commercial entries.	7:1	7:1	7:1	7:1	7.8:1	7.8:1	7.8:1
	7 bonus points per square foot of enhanced streetscape constructed; 7.8 bonus points per square foot if part of Lake-to-Lake Trail. **DESIGN CRITERIA:** 1. Space between back of curb and building face shall meet the minimum sidewalk and landscape dimensions. This amenity bonus is intended for an additional four to eight-foot frontage zone that is above and beyond the minimum requirements. 2. Frontage zone shall contain street furniture, including movable tables and chairs, and may be used for retail and food vendor space. 3. Applicant must provide three of the five design standards below: a. Additional landscaping such as seasonal pots and plantings. b. Decorative paving. c. Small artistic elements. d. Additional weather protection. e. Other features suggested that assist in activating the space. 4. Visual access shall be provided into abutting commercial spaces. For residential use this may be provided through a private patio or stoop.						

Comment [F38]: Donation of park property bonus based on $25 FAR exchange rate; adjustment for High Priority neighborhoods Northwest Village and East Main using $22.50 FAR exchange rate. Example: $1,000,000 appraised value = 40,000 bonus points at 40:1 or 45,000 bonus points at 45:1.

Comment [F39]: Improvement of park property bonus based on $25 FAR exchange rate; adjustment for High Priority neighborhoods Northwest Village and East Main using $22.50 FAR exchange rate. Example: $1,000,000 appraised value = 40,000 bonus points at 40:1 or 45,000 bonus points at 45:1.

Comment [F40]: Enhanced streetscape bonus based on $175 per square foot construction cost estimate and $25 FAR exchange rate; adjustment for Lake-to-Lake Trail improvements identified as High Priority using $22.50 FAR exchange rate.

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LIST OF BONUSABLE AMENITIES	APPLICABLE NEIGHBORHOODS/DISTRICTS AND BONUS RATIOS						
	Northwest Village	City Center North	Ashwood	Eastside Center	Old Bellevue	City Center South	East Main
6. Active Recreation Area: An area which provides active recreational facilities and is open to the general public. Does not include health or athletic clubs.	2:1	2:1	2:1	2:1	2:1	2:1	2:1
	2 bonus points per square foot of active recreation area provided. **DESIGN CRITERIA:** 1. May be located indoors or outdoors. 2. Recreational facilities include, but are not limited to, sport courts, child play areas, climbing wall, open space for play, and dog relief areas. 3. May be fee-for-use but not used exclusively by membership. 4. The maximum bonusable area is 1,500 square feet.						
7. Enclosed Plaza: A publicly accessible, continuous open space located within a building and covered to provide overhead weather protection while admitting substantial amounts of natural daylight (atrium or galleria). Enclosed Plazas function as a "Third Place," and are "anchors" of community life and facilitate and foster broader, more creative interaction.	4:1	4:1	4:1	4:1	4:1	4:1	4:1
	4 bonus points per square foot of enclosed plaza provided. **DESIGN CRITERIA:** 1. Must be open and accessible to the public during the same hours that the building in which it is located is open. 2. Must provide signage to identify the space as open to the public as provided per the Bellevue Transportation Department Design Manual. Must provide directional signage that identifies circulation routes for all users and informs the public that the space is accessible to the public at all times. The signage must be visible from all points of access. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this provision and achieves the design objectives for the building and the site may propose an alternative that is consistent with this provision and achieves the design objectives for the building and the site. 3. Must be visually and physically accessible from a publically accessible space. 4. At least 5 percent of the area must be landscaped. Landscape requirements may be modified if an equal or better result is provided through the use of interesting building materials, art, and architectural features which soften and enhance the enclosed plaza area. 5. The minimum sitting space shall be 1 linear foot of seating per 30 square feet of enclosed plaza space. More than 50 percent of the seating shall be provided in the form of movable chairs and furniture. 6. Minimum horizontal dimension is 20 feet. 7. Minimum area is 750 square feet.						

Comment [F41]: Active recreation area bonus based on $50 per square foot construction cost estimate and $25 FAR exchange rate.

Comment [F42]: Enclosed plaza based on $100 per square foot construction cost for plaza amenities and $25 FAR exchange rate.

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8. Alleys with Addresses: Pedestrian oriented ways off the main vehicular street grid that provide an intimate pedestrian experience through a combination of residential, small retail, restaurant, and other commercial entries with meaningful transparency along the frontage building walls. This area does not have a "back of house" feel.	6.7:1					6.7:1	6.7:1
	6.7 bonus points per square foot of alley with address improvement based on Neighborhood location. **DESIGN CRITERIA:** 1. Must be open to the public 24 hours a day and 7 days a week and require an easement for public right of pedestrian use in a form approved by the City. 2. May not be enclosed. 3. Must provide a finer scaled building design at the pedestrian level to emphasize the pedestrian realm and to provide scale relief from the primary massing. 4. Alley frontage must meet guidelines for C Rights-of-Way, Mixed Streets in LUC 20.25A.170.B. 5. Residential use must provide a strong connection to the alleyway through the use of patios or stoops. 6. Must provide pedestrian scaled lighting. 7. Must provide signage to show open to the public and the hours. 8. Automobile access and use shall be secondary to pedestrian use and movement. 9. Must meet design guidelines at LUC 20.25A.170.C. 10. Square footage for purposes of calculating amenity points shall not include vehicle or loading drive surfaces.						
OTHER AMENITIES							
9. Freestanding canopies at street corners and transit stops (non-building weather protection)	40:1	40:1	40:1	40:1	40:1	40:1	40:1
	40 bonus points per every $1,000 of investment in freestanding canopies. Maximum 1,000 bonus points per freestanding canopy. **DESIGN CRITERIA:** Location of freestanding canopies shall be approved by Transportation Department. Design must be consistent with design adopted through a Transportation Director's Rule.						
10. Pedestrian bridges: Pedestrian bridges over the public right-of-way at previously designated mid-block locations meeting specific design criteria.		250:1		250:1		250:1	
	250 bonus points per linear foot of pedestrian bridge constructed. **DESIGN CRITERIA:** 1. This bonus shall apply only to pedestrian bridges meeting the location and design criteria of LUC 20.25A.100. 2. Bridge must connect to upper level Active Uses on both sides to qualify for bonus.						
11. Performing Arts Space: Space containing fixed seating for public assembly for the purpose of entertainment or cultural events (live performances only).	16:1	16:1	16:1	16:1	16:1	16:1	16:1
	16 bonus points per square foot of performing arts space provided. **DESIGN CRITERIA:** This bonus shall apply only to performing arts spaces that are less than 10,000 square feet.						
12. Public Art: Any form of	40:1	40:1	40:1	40:1	40:1	40:1	40:1

Comment [F43]: Alley with addresses bonus based on $150 per square foot construction cost estimate and $22.50 FAR exchange rate for High Priority locations as articulated in CAC Final Report.

Comment [F44]: Freestanding canopy bonus based on $25 FAR exchange rate. Example: $25,000 investment = 1,000 bonus points.

Comment [F45]: Pedestrian bridge bonus based on bonus for Pedestrian Corridor construction.

Comment [F46]: Performing arts space bonus based on $400 per square foot construction cost estimate and $25 FAR exchange rate.

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permanent artwork that is outdoors and publicly accessible or visible from a public place.							
	40 bonus points per every $1,000 of appraised art value. **DESIGN CRITERIA:** 1. Must be located outside in areas open to the general public or visible from adjacent public right-of-way, perimeter sidewalk or pedestrian way. 2. May be an object or integrated feature of the building's exterior or other visible infrastructure such as paving, hand railings, walls, seating or other elements visible to the public or in publicly accessible areas. 3. Public art can include murals, sculptures, art elements integrated with infrastructure, and special artist designed lighting. 4. Stand alone or landmark artworks should be at a scale that allows them to be visible at a distance. 5. Value of art to be determined through appraisal accepted by Bellevue Arts Program. 6. Maintenance of the art is the obligation of the owner of that portion of the site where the public art is located for the life of the project.						
13. Water Feature: A fountain, cascade, stream water, sculpture, or reflection pond. The purpose is to serve as a focal point for pedestrian activity.	40:1	40:1	40:1	40:1	40:1	40:1	40:1
	40 bonus points per every $1,000 of appraised value of water feature, or actual construction cost, whichever is greater. **DESIGN CRITERIA:** 1. Must be located outside of the building, and be publicly visible and accessible at the main pedestrian entrance to a building, or along a perimeter sidewalk or pedestrian connection. 2. Water must be maintained in a clean and non-contaminated condition. 3. Water must be in motion during daylight hours.						
14. Historic Preservation of Physical Sites/Buildings: Historic and cultural resources are those identified in the City's resource inventory, or identified by supplemental study submitted to the City.	40:1	40:1	40:1	40:1	40:1	40:1	40:1
	40 bonus points per every $1,000 of documented construction cost to protect historic façades or other significant design features. **DESIGN CRITERIA:** 1. Voluntary protection of historic façades or other significant design features when redevelopment occurs.						
15. Historic and Cultural Resources Documentation: Historic and cultural resources are those identified in the City's resource inventory, or identified by supplemental study submitted to the City.	40:1	40:1	40:1	40:1	40:1	40:1	40:1
	40 bonus points per every $1,000 of documented cost of plaques/interpretive markers or construction cost of space dedicated to collect, preserve, interpret, and exhibit items. **DESIGN CRITERIA:** 1. Use plaques and interpretive markers to identify existing and past sites of historic and cultural importance. 2. Space dedicated to collect, preserve, interpret, and exhibit items that document the history of Downtown Bellevue.						

Comment [F47]: Public art bonus based on $25 FAR exchange rate.

Comment [F48]: Water feature bonus based on $25 FAR exchange rate.

Comment [F49]: Bonus based on $25 exchange rate.

Comment [F50]: Bonus based on $25 exchange rate.

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16. Neighborhood Serving Uses: Allocation of space for noncommercial neighborhood serving uses that bolster livability for residents (e.g., community meetings rooms and non-profit child care).	8:1	8:1	8:1	8:1	8:1	8:1	8:1
	8 bonus points per square foot of space dedicated to Neighborhood Serving Uses. **DESIGN CRITERIA:** 1. Bonusable neighborhood serving uses include child care, community meeting rooms, or non-profit space, 2. Up to 5,000 square feet per project are eligible for this bonus, any floor area beyond that limit will not be eligible for amenity bonus points. 3. The floor area delineated for these uses will be required to remain dedicated to Neighborhood Serving Uses for the life of the project. 4. Applicant shall record with King County Recorder's Office (or its successor agency) and provide a copy to the Director of a binding document allocating those spaces only for neighborhood serving uses for the life of the building. 5. No other uses shall be approved for future tenancy in those spaces if they are not consistent with the uses outlined in the definition of Neighborhood Serving Uses in LUC 20.25A.020.A. 6. Tenant spaces must remain open to the public and may not require fees or admissions to enter. 7. Spaces must provide visual access from the street.						
17. Sustainability Certification: The City has a vested interest in supporting sustainable building practices and provides amenity bonus points commensurate with the level of sustainability provided in each building. Bonus FAR will be earned according to the level of rating applicant completes. Building practices are rapidly evolving and sustainability features are becoming mainstream. The purpose of this amenity is to incentivize performance significantly above the industry norm.	Tier 1: Living Building Challenge Full Certification; 0.3 FAR Bonus. Tier 2: Living Building Petal Certification; or Built Green Energy Star; 0.25 FAR Bonus. Tier 3: Living Building Net Zero Energy; Built Green 5 Star; or LEED Platinum; 0.2 FAR Bonus. **DESIGN CRITERIA:** 1. Buildings shall meet minimum criteria for LEED, Built Green or Living Building Challenge certification in chosen category. 2. A performance bond equivalent to the value of the bonus shall be provided to the City by the developer. In the event the project does not achieve the planned rating within 18 months of project completion, the bonded funded shall be used for environmental improvements within Downtown identified by the City.						
FLEXIBLE AMENITY							
18. Flexible Amenity: For proposed amenities not identified in items 1 – 17 of this list, the Flexible Amenity allows an applicant the opportunity to propose an additional amenity that would substantially increase livability in the Downtown. Credit will be determined on a case-by-case basis; it is expected that the public benefit will equal or exceed what would be provided by amenities on the standard list provided above.	Values for this amenity will be set through the Legislative Departure process in 20.25A.030 and require a Development Agreement. May be pursued in all Downtown Neighborhoods. **DESIGN CRITERIA:** 1. Bonus proposal must be approved by City Council through a Legislative Departure and Development Agreement. 2. Proposed bonus must have merit and value to the community. 3. Proposed bonus must be outside of the anticipated amenity bonus structure. 4. Proposed bonus shall not be in conflict with existing Land Use Code regulations.						

Comment [F51]: Neighborhood serving uses bonus based on $200 per square foot construction cost credit and $25 FAR exchange rate, and comparison with other incentive systems.

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E. Recording.

The total amount of bonus floor area earned through the Amenity Incentive System for a project, and the amount of bonus floor area to be utilized on-site for that project must be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director.

F. ~~Transfer of~~ Bonus Floor Area Earned from Pedestrian Corridor or MPOS Construction.

Comment [HC52]: EDIT for clarity. No substantive deviation intended from current code.

1. Use of ~~When~~ Floor Area Earned~~May Be Transferred~~. Bonus floor area earned for actual construction of the major Pedestrian Corridor or Major Public Open Space may be used within the project limit or transferred to any other property within the area of the Downtown bounded on the west by Bellevue Way, on the east by 112th Avenue NE, on the south by NE 4th Street and on the north by NE 8th Street. Properties may utilize this ~~transferred~~ earned floor area to exceed the Floor Area Ratio Maximum of LUC 20.25A.060.A.4, but must remain within maximum building height limits.

2. Amount of Floor Area Transfer. No more than 25 percent of the gross floor area of a proposed project may be transferred floor area. This limitation does not include floor area generated by construction of the major pedestrian corridor or major public open spaces.

3. Recording Required. The property owner shall record each transfer of floor area with the King County Recorder's Office, or its successor agency, and shall provide a copy of the recorded document to the Director.

4. Notwithstanding any provision of this Code, no transfer of floor area occurs when all property is included in one project limit.

G. Periodic Review.

The Amenity Incentive System will be periodically reviewed every 7-10 years with initiation by City Council.

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20.25A.075 Downtown Tower Requirements

Comment [HC53]: MOVED from footnotes in dimensional chart. Provides design standards for Downtown Towers that increase transparency and ease of code use.

A. Requirements for Additional Height

1. Applicability. Buildings with heights that exceed the trigger for additional height shall be subject to the diminishing floor plate requirement and an outdoor plaza space requirement.

2. Diminishing Floor Plate Requirement. The floor plates above the trigger for additional height shall be reduced by 10 percent. The reduction shall be applied on all floor plates above the trigger for additional height. The 10 percent reduction may be averaged among all floor plates above 80 feet, but no single floor plate shall exceed the maximum floor plate size above 80 feet.

3. Outdoor Plaza Requirement. Buildings with heights that exceed the trigger for additional height shall provide outdoor plaza space in the amount of 10 percent of the project limit, provided that the outdoor plaza space shall be no less than 3,000 square feet in size. The open space shall be provided within 30 inches of the adjacent sidewalk and shall comply with the requirements for Outdoor Plazas in the Amenity Incentive System of LUC20.25A.070.D.2. Vehicle and loading drive surfaces shall not be counted as outdoor plaza space.

a. Modification of the Plaza Size with Criteria. The Director may approve a modification to the 10 percent requirement for outdoor plaza space through an administrative departure pursuant to 20.25A.030.D.1 provided that the following minimum criteria are met:

i. The outdoor plaza is not less than 3,000 square feet in size;

ii. The outdoor plaza is functional and is not made up of isolated unusable fragments;

iii. The outdoor plaza meets the design criteria for Outdoor Plazas in the Floor Area Ratio and Amenity Incentive System, LUC 20.25A.070.D.2; and

iv. The size of the plaza is roughly proportional to the additional height requested.

B. Required Tower Separation within a Single Project Limit

1. Applicability. This paragraph shall apply to multiple towers within the Downtown subarea built within a single project limit.

2. Separation. Two or more towers built within a single project limit must maintain a tower separation of 80 feet.

3. Modification with Criteria. Tower separation may be reduced to a minimum of 20 feet between the closest points of multiple towers measured 45 feet above average finished grade through an administrative departure pursuant to 20.25A.030.D.1 if the following criteria are met:

a. A maximum of 10% of the façade is within the tower separation distance of another building's façade;

b. The applicant demonstrates that the intrusion does not affect the light, air or privacy of either building's users.

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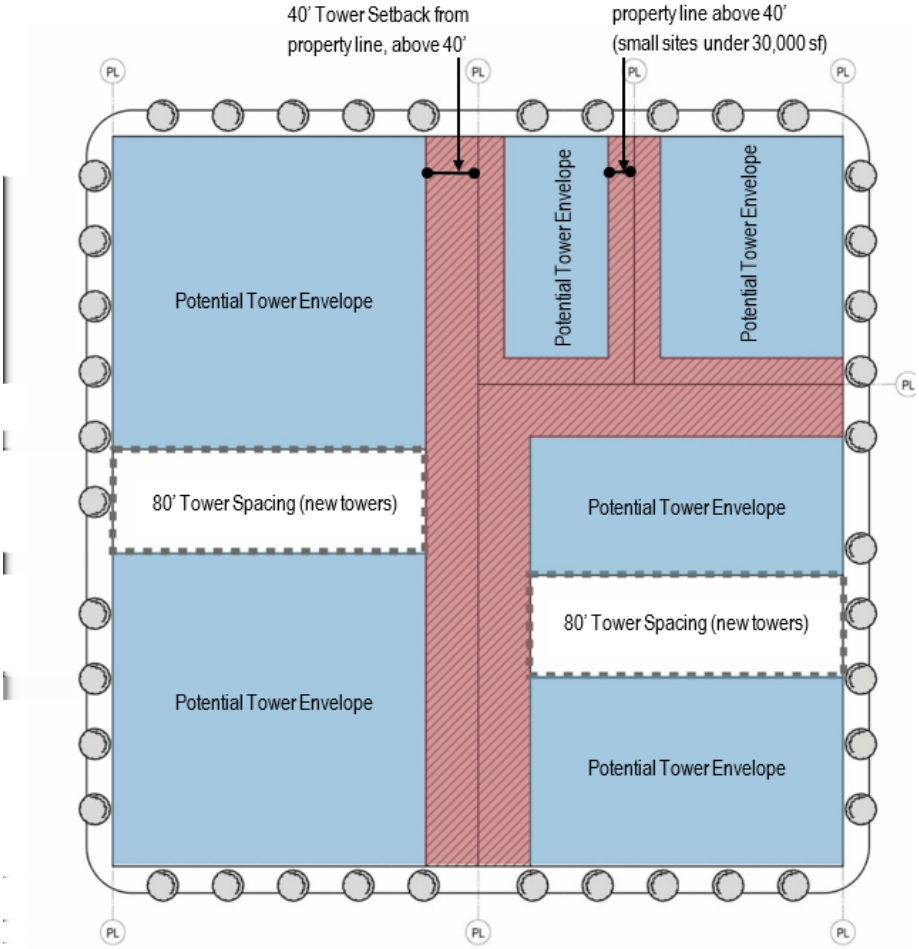
PART 20.25A Downtown 2.1.17 Draft



C. Upper Level Stepbacks

Comment [HC54]: MOVED from 20.25A.100E.7 and applied to Downtown Core and Perimeter

1. Upper Level Stepback. Each building facade depicted in Figure 20.25A.075.C.2 shall incorporate a minimum 15 or 20-foot-deep stepback at a height between 25 feet and the level of the first floorplate above 40 feet. The required depth of the stepback is shown on Figure 20.25A.075.C.2. This required stepback may be modified or eliminated if the applicant demonstrates through Design Review (Part 20.30F LUC) that:

a. Such stepback is not feasible due to site constraints, such as a small or irregularly shaped lot; or

b. The modification is necessary to achieve design elements or features encouraged in the design guidelines of 20.25A.140-.180, and the modification does not interfere with preserving view corridors. Where a modification has been granted under LUC 20.25A.060.B.2.c, the upper level stepback may be incorporated between 25 feet and the level of the first floorplate above 45 feet.

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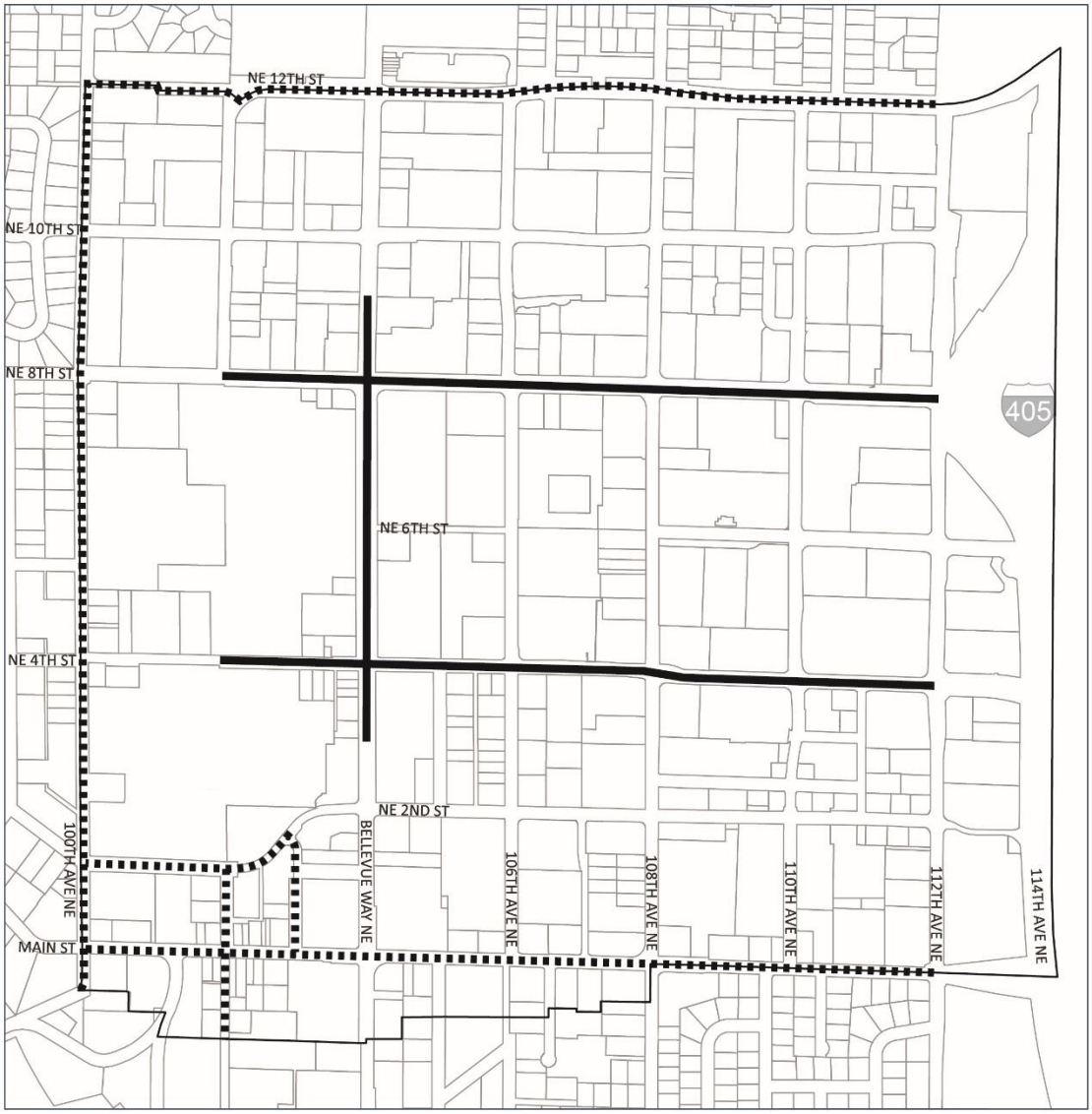
Figure 20.25A.075.C.2



REQUIRED UPPER LEVEL STEPBACKS

LEGEND

N

600 Feet

Required 20' Upper Level Stepback

Required 15' Upper Level Stepback

Parcels

Downtown Boundary

20.25A.080 Parking Standards

Comment [HC55]: MOVED from Downtown LUC 20.25A.050 and aligned with code organization use in BelRed (LUC 20.25D.120). Provides increased flexibility by including process to modify required parking ratios for either fewer or more parking stalls based on a comprehensive parking study.

ADDS visitor parking for residential buildings at a rate of 1 stall per 20 units. Adds required bicycle parking. Requires 8 feet for parking structure entries instead of 7.5 feet to accommodate accessible van parking.

A. General.

The provisions of LUC 20.20.590, except as they conflict with this section, apply to development in the Downtown Land Use Districts.

B. Minimum/Maximum Parking Requirement by Use – Specified Uses.

This subsection supersedes LUC 20.20.590.F.1. Subject to LUC 20.20.590.G and 20.20.590.H, the property owner shall provide at least the minimum and may provide no more than the maximum number of parking stalls as indicated below unless modified pursuant to applicable departure allowances contained in this section:

Downtown Parking Requirements

			Downtown Zones			
			-O-1,-O-2		-R,-MU,-OB, -OLB	
Land Use		**Unit of Measure**	**Min.**	**Max.**	**Min.**	**Max.**
a.	Auditorium/Assembly Room/Exhibition Hall/Theater/Commercial Recreation (1)	per 8 fixed seats or per 1,000 nsf (if there are no fixed seats)	1.0 (10.0)	2.0 (10.0)	1.5 (10.0)	2.0 (10.0)
b.	Financial Institution	per 1,000 nsf	3.0	4.0	4.0	5.0
c.	Funeral Home/Mortuary (1)	per 5 seats	1.0	1.0	1.0	no max.
d.	High Technology/Light Industry	per 1,000 nsf	2.0	3.5	2.0	3.5
e.	Home Furnishing/Retail/Major Appliances – Retail	per 1,000 nsf	1.5	3.0	1.5	3.0
f.	Hospital/In-Patient Treatment Facility/Outpatient Surgical Facility	per 1.5 patient beds	1.0	2.0	1.0	2.0
g.	Manufacturing/Assembly (Other than High Technology/Light Industrial)	per 1,000 nsf	0.7	1.0	1.0	1.5
h.	Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i.	Office (Medical Dental/Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j.	Personal Services:					
	Without Fixed Stations	per 1,000 nsf	2.0	2.0	2.0	3.0
	With Fixed Stations	per station	0.7	2.0	1.0	1.5
k.	Residential (6)	per unit	0	2.0	1.0(5)	2.0

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			Downtown Zones			
			-O-1,-O-2		-R,-MU,-OB, -OLB	
Land Use		**Unit of Measure**	**Min.**	**Max.**	**Min.**	**Max.**
l.	Restaurant	per 1,000 nsf	0	15.0	10.0(4)	20.0
m.	Retail	per 1,000 nsf	3.3	5.0	4.0(4)	5.0
n.	Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0(4)	4.0
o.	Senior Housing:					
	Nursing Home	per patient bed	0.4	0.8	0.4	0.8
	Senior Citizen Dwelling or Congregate Care	per living unit	0	1.0	0.33	1.0

nsf = net square feet (see LUC 20.50.036)

Notes to Parking Requirements:

(1) Room or seating capacity as specified in the International Building Code, as adopted and amended by the City of Bellevue, at the time of the application is used to establish the parking requirement.

(2) If retail space in a mixed development exceeds 20 percent of the gross floor area of the development, the retail use parking requirements of subsection B of this section apply to the entire retail space.

(3) Special Requirement in Perimeter Overlay District. The Director may require the provision of up to 3.5 parking stalls per 1,000 net square feet for office uses within the Perimeter Overlay District to avoid potential parking overflow into adjacent land use districts outside Downtown.

(4) Parking for existing buildings in Downtown-OB shall be provided according to the criteria set forth in this Note (4).

(a) Existing Building Defined. For this Note (4), "existing building" shall refer to any building in existence as of December 31, 2006, or any building vested as of December 31, 2006, per LUC 20.40.500, and subsequently constructed consistent with the 2006 vesting.

(b) First 1,500 Net Square Feet of a Restaurant or Retail Use – No Parking Required. The first 1,500 net square feet of a restaurant or retail use located in an existing building shall have a minimum parking ratio of zero (0).

(c) Restaurant or Retail Uses in Excess of 1,500 Net Square Feet. A restaurant or retail use that exceeds 1,500 net square feet and is located within an existing building shall provide parking according to the above table for any floor area in excess of 1,500 net square feet.

(d) Limitation on Applicability of Note (4).

(i) Buildings that do not meet the definition of an existing building shall provide parking for all uses according to the above table.

(ii) Parking in existing buildings for uses other than restaurant and retail uses shall be provided according to the above table.

(5) The minimum requirement for studio apartment units available to persons earning 60 percent or less than the median income as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area is 0.25 stalls per unit. An agreement to restrict the rental or sale of any such units to an individual earning 60 percent or less of the median income shall be recorded with the King County Recorder's Office (or its successor agency), and a copy shall be provided to the Director.

(6) Visitor parking shall be provided in residential buildings at a rate of 1 stall per 20 units, but in no case will the visitor parking be less than 1 stall.

C. Shared Parking.

1. General. In the Downtown, this subsection supersedes LUC 20.20.590.I.1.

2. Subject to compliance with other applicable requirements of this Code, the Director may approve shared development or use of parking facilities located on adjoining separate properties or for mixed use or mixed retail use development on a single site through approval of an administrative departure pursuant to LUC 20.25A.030.D.1 and if:

a. A convenient pedestrian connection between the properties or uses exists; and

b. The availability of parking for all affected properties or uses is indicated by directional signs, as permitted by Chapter 22B.10 BCC (Sign Code).

3. Number of Spaces Required.

a. Where the uses to be served by shared parking have overlapping hours of operation, the Director may approve a reduction of the total required parking stalls pursuant of the provisions of LUC 20.25A.080.H; and

Comment [HC56]: Requires a parking study to allow for any reduction, instead of only the reductions that exceed 20%.

b. Where the uses to be served by shared parking do not overlap their hours of operation, the property owner or owners shall provide parking stalls equal to the greater of the applicable individual parking requirements.

4. Documentation Required. Prior to establishing shared parking or any use to be served thereby, the property owner or owners shall file with the King County Recorder's Office or its successor agency, a written agreement approved by the Director providing for the shared parking use. A copy of the written agreement shall be retained by the Director in the project file. The agreement shall be recorded on the title records of each affected property.

D. Off-Site Parking Location.

1. General. In the Downtown, this subsection supersedes LUC 20.20.590.J. Except as provided in paragraph D.2 of this section, the Director may approve a portion of the approved parking through approval of an administrative departure pursuant to LUC 20.25A.030.D.1 for a use to be located on a site other than the subject property if:

a. Adequate visitor parking exists on the subject property; and

b. Adequate pedestrian, van or shuttle connection between the sites exists; and

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c. Adequate directional signs in conformance with Chapter 22B.10 BCC (Sign Code) are provided.

2. District Limitations. Downtown-R Limitations. Parking located in the Downtown-R District may only serve uses located in that district unless otherwise permitted through Design Review, Part 20.30F LUC, and then, only if such parking is physically contiguous and functionally connected to the use which it serves in an adjacent land use district.

3. Short-Term Retail Parking Facilities. The Director may approve the development of short-term retail parking facilities (see definition at LUC 20.50.040) not associated with a specific use. Upon the separate approval of an administrative departure pursuant to LUC 20.25A.030.D.1 by the Director, a property owner or owners may satisfy all or a portion of the parking requirement for a specified retail use through an agreement providing parking for the use at a designated short-term retail parking facility; provided, that:

a. Adequate pedestrian, van or shuttle connection exists between the sites; and

b. Adequate directional signs in conformance with Chapter 22B.10 BCC (Sign Code) are provided.

4. Documentation Required. Prior to establishing off-site parking or any use to be served thereby, the property owner or owners shall file with the King County Recorder's Office (or its successor agency) a written agreement approved by the Director providing for the shared parking use. The agreement shall be recorded on the title records of each affected property and a copy of the recorded document shall be provided to the Director.

E. Commercial Use Parking.

1. Any parking facilities or parking stalls located in the Downtown and developed to meet the requirements of the Land Use Code for a particular use may be converted to commercial use parking (see definition at LUC 20.50.040); provided, that the property owner shall:

a. Comply with all parking and dimensional requirements and with the performance standards for parking structures of this Code.

b. If the parking facility or parking stalls proposed for commercial use were approved for construction subsequent to the effective date of Ordinance 2964 (enacted on March 23, 1981), the commercial use parking facility or parking stalls shall comply with all landscaping requirements set forth at LUC 20.25A.110.

c. If the parking facility or parking stalls proposed for commercial use were approved for construction prior to the effective date of Ordinance 2964 (enacted on March 23, 1981), and the commercial use parking facility occupies more than 30 spaces, the minimum landscaping requirements of this Code shall be deemed met where the property owner installs landscaping in compliance with an approved landscaping plan which achieves the following objectives:

i. Surface parking areas shall be screened from street level views to a minimum height of four feet by a wall, hedge, berm or combination thereof.

ii. The minimum width of any hedge planting area shall be three feet.

iii. Visual relief and shade shall be provided in the parking area by at least one deciduous shade tree (12 feet high at planting) for every 20 parking stalls, provided such trees shall not be required in covered or underground parking. Each tree planting area shall be at least 100 square feet in area and four feet in width, and shall be protected from vehicles by curbing or other physical separation. If irrigation is provided, the planting area may be reduced to 40 square feet.

iv. The proposed landscaping plan shall be reviewed by the Director for compliance with these objectives and shall be approved by the Director prior to initiation of the commercial use parking.

2. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure conformance with the requirements and intent of this subsection.

F. Parking Area and Circulation Improvements and Design.

1. Landscaping. Paragraph F.1 of this section supersedes LUC 20.20.590.K.7. The property owner shall provide landscaping as required by LUC 20.25A.110.

2. Compact Parking. Paragraph F.2 of this section supersedes LUC 20.20.590.K.9. The Director may approve through an administrative departure pursuant to LUC 20.25A.030.D.1, the design and designation of up to 65 percent of the spaces for use by compact cars.

3. Vanpool/Carpool Facilities. The property owner must provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths. The facility must be adjacent to an entrance door to the structure and must be consistent with all applicable design guidelines.

4. Performance Standards for Parking Structures. The Director may approve a proposal for a parking structure through Design Review, Part 20.30F LUC and an administrative departure through LUC 20.25A.030.D.1. The Director may approve the parking structure only if:

a. Driveway openings are limited and the number of access lanes in each opening is minimized;

b. The structure exhibits a horizontal, rather than sloping, building line;

c. The dimension of the parking structure abutting pedestrian areas is minimized, except where retail, service or commercial activities are provided;

d. The parking structure complies with the requirements of LUC 20.25A.140 through 20.25A.180;

e. A wall or other screening of sufficient height to screen parked vehicles and which exhibits a visually pleasing character is provided at all above-ground levels of the structure. Screening from above is provided to minimize the appearance of the structure from adjacent buildings;

f. Safe pedestrian connection between the parking structure and the principal use exists;

g. Loading areas are provided for vanpools/carpools as required by paragraph F.3 of this section; and

h. Vehicle height clearances for structured parking must be at least eight feet for the entry level to accommodate accessible van parking.

G. Bicycle Parking.

Office, residential, institutional, retail, and education uses are required to provide bicycle parking pursuant to the following standards:

1. Ratio.

a. One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf.

b. One space per every 10 dwelling units for residential uses.

2. Location. Minimum bicycle parking requirement shall be provided on-site in a secure location.

3. Covered Spaces. At least 50 percent of required parking shall be protected from rainfall by cover.

4. Racks. The rack(s) shall be securely anchored and a bicycle six feet long can be securely held with its frame supported so the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

5. Size Requirement. Each required bicycle parking space shall be accessible without moving another bicycle.

H. Director's Authority to Modify Required Parking.

Through approval of an administrative departure pursuant to LUC 20.25A.030.D.1, the Director may modify the minimum or maximum parking ratio for any use in LUC 20.25A.080.B as follows:

1. The modified parking ratio is supported by a parking demand analysis provided by the applicant, including but not limited to:

a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or

b. Evidence in available planning and technical studies relating to the proposed use; or

c. Required parking for the proposed use as determined by other compatible jurisdictions.

2. Periodic Review. The Director may require periodic review of the proposed review of the reduced parking supply to ensure the terms of the approval are being met.

3. Assurance Device. The Director may require an assurance device pursuant to LUC 20.40.490 to ensure compliance with the requirements and intent of subsection F.1 of this section.

4. Shared or off-site parking is not available or adequate to meet demand.

5. Any required Transportation Management Program will remain effective.

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20.25A.090 Street and Pedestrian Circulation Standards

Comment [HC57]: MOVED from Downtown LUC 20.25A.060. Planter Strips and Tree Pits were included in Early Wins.

UPDATED to include Sidewalk widths.

A. Walkways and Sidewalks – Standards and Map

1. Sidewalk Widths. The minimum width of a perimeter walkway or sidewalk shall be as prescribed in Figure 20.25A.090A.1 of this section, plus a 6-inch curb. A planter strip or tree pit shall be included in within the prescribed minimum width of the walkway or sidewalk as provided in Plate 20.25A.090A.1of this section.

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Figure 20.25A.090.A.1

DOWNTOWN SIDEWALK DIMENSIONS

LEGEND

N

600 Feet

- Pedestrian Corridor
- 20' sidewalk width
- 16' sidewalk width
- 12' sidewalk width
- Parcels
- Downtown Boundary

20.25A.090A.1 Plate A

PLATE A - Downtown Bellevue Planter Strip/Tree Pits Required

East-West	Planter Strip/Tree Pits
NE 12th (102nd to I-405)	Planter Strip
NE 11th (110th to 112th)	Planter Strip
NE 10th (100th to 106th)	Planter Strip
NE 10th (106 to I-405)	Planter Strip
NE 9th (110th to 111th)	Tree Pits
NE 8th (100th to 106th)	Planter Strip
NE 8th (106th to 112th)	Planter Strip
NE 6th (Bellevue Way to 106th)	See Pedestrian Corridor Design Guidelines
NE 6th (106th to 108th)	See Pedestrian Corridor Design Guidelines
NE 6th (108th to 110th)	Tree Pits
NE 6th (110th to 112th)	Planter Strip on the south side, Tree Pits on the north side
NE 4th (100th to I-405)	Planter Strip
NE 3rd Pl (110th to 111th)	Tree Pits
NE 2nd Pl (108th to 111th)	Planter Strip
NE 2nd (Bellevue Way to I-405)	Planter Strip
NE 1st/2nd (100th to Bellevue Way)	Planter Strip
NE 1st (103rd to Bellevue Way)	Tree Pits
Main St (100th to Bellevue Way)	Tree Pits
Main St (Bellevue Way to I-405)	Planter Strip
North-South	
100th (NE 12th to Main)	Planter Strip
100th (NE 10th to NE 1st)	Planter Strip
100th (NE 1st to Main)	Planter Strip

PLATE A - Downtown Bellevue Planter Strip/Tree Pits Required

101st (near NE 10th)	Tree Pits
101st Ave SE (south of Main St)	Tree Pits
102nd (NE 12th to NE 8th)	Planter Strip
102nd (NE 1st to south of Main St)	Tree Pits
103rd (near NE 10th)	Tree Pits
103rd (NE 2nd to Main St)	Tree Pits
Bellevue Way (NE 12th to NE 10th)	Planter Strip
Bellevue Way (NE 10th to NE 4th)	Planter Strip
Bellevue Way (NE 4th to Main)	Planter Strip
Bellevue Way (Main to Downtown Boundary)	Planter Strip
105th (NE 4th to NE 2nd)	Planter Strip
105th SE (near Main St)	Planter Strip
106th (NE 12th to NE 8th)	Planter Strip
106th (NE 8th to NE 4th)	Tree Pits
106th (NE 4th to Main)	Planter Strip
106th Pl NE (near NE 12th)	Tree Pits
107th (NE 2nd to south of Main)	Tree Pits
108th (NE 12th to NE 8th)	Tree Pits
108th (NE 8th to NE 4th)	Tree Pits
108th (NE 4th to south of Main)	Tree Pits
109th (near NE 10th)	Planter Strip
110th (NE 12th to NE 8th)	Planter Strip
110th (NE 8th to NE 4th)	Planter Strip
110th (NE 4th to Main)	Planter Strip

PLATE A - Downtown Bellevue Planter Strip/Tree Pits Required

111th (NE 11th to NE 9th)	Planter Strip
111th (NE 4th to NE 2nd)	Planter Strip

2. Minimum Width. Along any other street not listed in of this section, the minimum width of a perimeter walkway or sidewalk is 12 feet plus a 6-inch curb. Included in that 12 feet and adjacent to the curb, there shall be a planter strip or tree pit as prescribed in Plate A of this section.

3. Unobstructed Travel Path. Within the width of the walkway or sidewalk, at least six feet of unobstructed travel path shall be maintained for safe pedestrian access.

B. Planter Strips and Tree Pits.

Planter strips shall be at least five feet wide and as long as the street frontage, excluding curb cuts, driveways and spacing for utilities. Planter strips and tree pits shall be located adjacent to the curb unless precluded by existing utilities which cannot be reasonably relocated. Tree pits shall be covered with protective grates or pavers. Where stormwater facilities are used in conjunction with tree pits, removable grates shall be utilized. Pursuant to LUC 20.25A.030.D.1, the Director may approve an administrative departure for the location or size of tree pits and planter strips if the applicant is unable to meet the requirements of this paragraph to utility placement or other obstruction that is out of the applicant's control.

C. Downtown Core.

Comment [HC58]: MOVED from Downtown LUC 20.25A.090.E. UPDATED citations to ensure conformance with the draft Downtown Code.

Pedestrian Corridor provisions will be updated following completion of Wilburton-Grand Connection Initiative Discussed with the Planning Commission on October 26, 2016.

1. Major Pedestrian Corridor.

a. Purpose. The major pedestrian corridor is to serve as a focus for pedestrian use.

b. Location. The alignment of the major pedestrian corridor is defined as the area within 30 feet of the extension of the north line of Lots 3 and 4, Block 2 of Cheriton Fruit Gardens Plat No. 1 recorded in the King County Recorder's Office (or its successor agency) in Volume 7 of Plats at page 47, extending from the eastern edge of the enclosed portion of Bellevue Square to 108th Avenue NE and the area within 30 feet north of the north curb and 30 feet south of the south curb of the Bellevue Transit Center traffic lanes as hereafter approved by the City, extending across the 108th Avenue NE right-of-way and to 110th Avenue NE. This alignment may be modified by the Bellevue Pedestrian Corridor Guidelines or by a Corridor Development Design Plan for a specific property.

c. Bellevue Pedestrian Corridor Guidelines. Each development abutting the Pedestrian Corridor as described in paragraph C.1.c.v of this section must comply with the provisions of this paragraph and the Bellevue Pedestrian Corridor Guidelines and Major Open Space Design Guidelines as adopted by the City Council, or as the same may hereafter be amended. The Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines consist of general design guidelines consistent with provisions of this paragraph.

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i. The corridor must present a coordinated design. The City will consider coordinated design features such as uniform treatment of signing, landscaping and lighting over the entire length of the corridor. Variety in design will be allowed and in some cases encouraged in order to provide visual interest and harmony with adjacent development. The corridor must incorporate numerous pedestrian amenities such as seating areas, landscaping, art features, weather protection and pedestrian scale lighting.

ii. The major pedestrian corridor must provide predominantly continuous pedestrian-oriented frontage, plazas, pedestrian ways, street arcades, landscape features, or enclosed plazas along its entire length.

iii. The entire corridor must be open to the public 24 hours per day. Segments of the corridor may be bridged or covered for weather protection, but not enclosed. Temporary closures will be allowed as necessary for maintenance purposes.

iv. Pedestrian movement across 104th Avenue NE, 106th Avenue NE or 108th Avenue NE shall be at grade.

v. The major pedestrian corridor width is established as part of the Bellevue Pedestrian Corridor Guidelines. The corridor width shall average 60 feet and in no case be less than 40 feet over each superblock west of 108th Avenue NE, and shall average 30 feet and in no case be less than 20 feet on each side over the superblock extending from the western edge of the 108th Avenue NE right-of-way to 110th Avenue NE.

All subdivisions or short subdivisions hereafter approved or permits for any structure or permanent parking or circulation area shall be reviewed for compatibility with the alignment of the major pedestrian corridor and major public open space as specified in paragraph C.1.b of this section or in the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines if any lot line, structure or permanent parking or circulation area is within:

(1) 330 feet of the centerline of the major pedestrian corridor if west of 108th Avenue NE; or

(2) The area between the exterior edge of the curblines of the Transit Center and the eastward extension of the trigger lines as defined in paragraph C.1.c.v(1) of this section to 110th Avenue NE.

d. Preservation of the Major Pedestrian Corridor.

i. Prior to the issuance of a Building Permit for any structure other than surface parking; and other than any interior remodel or exterior remodel which enlarges exterior dimensions such that new floor area not exceeding a total of 20 percent of the gross floor area of the existing building is added; and provided, that all new floor area is devoted to pedestrian-oriented uses; located within the major pedestrian corridor as defined in paragraph C.1.b of this section, the following conditions must be met:

(1) The alignment of the major pedestrian corridor related to the proposed structure or permanent parking or circulation area must be established by the execution and recording of a legal agreement in accordance with paragraph C.1.e.i or ii of this section.

(2) A Design Development Plan for the section of the corridor required to be constructed under paragraph C.1.c.iii of this section. Corridor must be approved by the Director as required by paragraph C.1.e.ii of this section. Construction must begin prior to the issuance of certificate of occupancy or a temporary certificate of occupancy for the structure other than surface parking as required by paragraph C.1.e.iii(2) of this section.

ii. Building Permits for surface parking areas to be located in this corridor as defined in paragraph C.1.b of this section may be granted for up to a five-year period, subject to the landscape requirement for surface parking areas in the Downtown-MU Land Use District, as specified in LUC 20.25A.110.B. Building Permits for parking areas may be renewed only if the Director finds that an extension is necessary to meet the maximum Code requirements for parking and the extension is necessary for the construction of a building requiring utilization of the surface parking area.

e. Provision of the Corridor.

i. If the property owner wishes to at any time obtain bonus FAR for construction of the major pedestrian corridor, the City may approve the subdivision or short subdivision of property resulting in any interior lot line which is within the distances specified in paragraph C.1.c.v of this section only if:

(1) The owner of the property to be subdivided or short subdivided executes a legal agreement providing that all property that he/she owns within the superblock in which any of the property to be subdivided or short subdivided is located and which is within the alignment of the major pedestrian corridor established under paragraph C.1.b, C.1.c or C.1.e.iii of this section (hereafter the "Corridor Property") shall be subject to a nonexclusive right of pedestrian use and access by the public. The agreement shall legally describe and shall apply to only that property of the owner located within the distances specified in paragraph C.1.c.v of this section. Such an agreement shall further provide that:

(a) The public right of pedestrian use established thereunder shall be enforceable by the City of Bellevue, and the City shall have full rights of pedestrian access to and use of the corridor property for purposes of enforcing the rights of the public under this agreement.

(b) The obligations under the agreement shall run with the corridor property. The agreement shall be reviewed at the end of 50 years from the date the agreement is signed and shall continue or change in accordance with the then existing public need for pedestrian use and access of the corridor for subsequent 50-year terms.

(c) The owner will design and construct the corridor within such corridor property in accordance with the requirements of paragraph C.1 of this section.

(d) The agreement shall be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director.

(e) The owner will maintain the portion of the corridor located on the corridor property and keep the same in good repair.

(f) The City will provide adequate police protection.

(g) No modifications may be made to the corridor without approval of the City in accordance with paragraph C.1.e.ii of this section.

(h) The alignment of any such portion of the pedestrian corridor established by a legal agreement may be modified or terminated by the property owner and the City if the alignment of any section of the major pedestrian corridor changes pursuant to paragraph C.1.e.ii of this section.

(i) The owner may adopt reasonable rules and regulations for use of his/her portion of the corridor; provided, that the same may not be inconsistent with the requirements or intentions of this section.

(j) Any other terms and conditions that the owner(s) and the City agree to.

ii. Corridor Design Development Plan. Prior to the issuance of a Building Permit for the construction of any structure other than surface parking; and other than any interior remodel or exterior remodel which enlarges exterior dimensions such that new floor area not exceeding a total of 20 percent of the gross floor area of the existing building is added; and provided that all new floor area is devoted to pedestrian-oriented uses; on the property, any portion of which abuts the major pedestrian corridor and is within the distances specified in paragraph C.1.c.v of this section, a Design Development Plan for the section of the corridor required to be constructed under paragraph C.1.e.iii of this section must be submitted to and approved by the Director, through Design Review, Part 20.30F LUC. If the owner constructs a temporary pedestrian linkage under paragraph E.1.e.iii of this section, preparation of the Corridor Design Development Plan will not be required until the property to be developed is located within:

(1) 130 feet of the centerline of the major pedestrian corridor, west of 108th Avenue NE; or

(2) The area between the exterior edge of the curblines of the Transit Center and the eastward extension of the trigger lines as defined in paragraph C.1.e.ii(1) of this section to 110th Avenue NE. The proposed plan must specify the following elements:

(a) Landscaping,

(b) Lighting,

(c) Street furniture,

(d) Color and materials,

(e) Relationship to building frontage,

(f) Specific alignment for property on which the corridor will have to be constructed by the applicant proposing development,

(g) Any other physical element which the Director and the City Council, in their review, determine is necessary for and consistent with the Design Development Plan for a specific section of the major pedestrian corridor, not including specific requirements to construct structures containing retail uses abutting the corridor.

iii. The City may issue a permit for the construction of a structure other than surface parking and other than any interior remodel or exterior remodel which enlarges exterior dimensions such that new floor area not exceeding a total of 20 percent of the gross floor area of the existing building is added; and provided, that all new floor area is devoted to pedestrian-oriented uses; on property any part of which abuts the major pedestrian corridor and is within the distances specified in paragraph C.1.c.v of this section at the time of the adoption of Ordinance No. 2945 only if:

(1) The owner complies with paragraph C.1.e.i(1)(a) through (j) of this section if that owner wishes to earn bonus FAR for construction of the major pedestrian corridor; and

(2) The owner files a Building Permit application to construct his/her section of the corridor on (a) land he/she owns within the corridor and within the superblock of the subject construction permit for a structure, and (b) on one-half the width of any abutting City-owned land in the corridor (except for intersections listed below). The City shall initiate or abutting property owners may initiate a street vacation for right-of-way the City owns between 104th Avenue NE and 106th Avenue NE at NE 6th Street in conjunction with or prior to an owner application to construct the major pedestrian corridor. Actual construction of the corridor must begin prior to the issuance of a certificate of occupancy or temporary certificate of occupancy for the structure other than surface parking. The City shall construct the corridor at the street intersections of the corridor and 104th Avenue NE, 106th Avenue NE, and 108th Avenue NE. The width of the corridor that would have to be constructed under the requirements of paragraph C.1.e.iii of this section may be modified when the final alignment of the corridor is established as part of Corridor Design Development Plan (paragraph C.1.e.ii of this section). Notwithstanding this potential change in the width of the corridor that would have to be constructed under paragraph E.1.e.iii of this section, property owners shall at a minimum be required to construct the section of the corridor as specified in paragraph C.1.e.iii(2)(a) of this section. Building Permits for surface parking areas to be located on property any part of which abuts the major pedestrian corridor and is within the distances specified in paragraph C.1.c.v of this section at the time of the adoption of the ordinance codified in this chapter may be issued subject to the conditions specified in paragraph C.1.d.ii of this section. Notwithstanding any other requirement of this section, if a temporary pedestrian linkage is constructed as specified in paragraph C.1.f of this section, construction of the corridor will not be required unless the property to be developed is located within the distances specified in paragraph C.1.e.ii of this section.

f. Temporary Pedestrian Linkage.

i. Any temporary pedestrian linkage developed under paragraph C.1.c.iii of this section shall at a minimum include a combination of paving, landscaping and lighting to permit safe pedestrian movement at night.

ii. The City Council must approve a plan for any temporary pedestrian linkage to be prepared as part of a Corridor Design Planning process approved through a Development Agreement (Part 20.30L LUC).

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iii. Any owner constructing a temporary pedestrian linkage under paragraph C.1.e.iii of this section must construct the linkage across all lands that he/she owns within the superblock where development is proposed that abut or are within the alignment of the corridor.

g. Maintenance. Each segment of the major pedestrian corridor shall be maintained by the property owners abutting it. The City shall maintain the intersections of all public streets with the corridor.

h. Bonus Floor Area for Major Pedestrian Corridor Construction. Bonus floor area associated with the major pedestrian corridor shall be awarded pursuant to the terms of LUC 20.25A.070 to owners of property within the distances specified in paragraph C.1.c.v of this section through Design Review, Part 20.30F LUC, and according to the provisions of paragraph C.1.e.iii(2) of this section, in conjunction with an application for a permit to construct a structure, permanent parking, or circulation area within the major pedestrian corridor and the provision of a legal agreement establishing the public right of pedestrian use pursuant to paragraph C.1.e.i(1)(a) through (j) of this section.

Comment [HC59]: UPDATED to align with Amenity Incentive System ratios provided in LUC 20.25A.070

i. Exempt Activity/Use. Notwithstanding the provisions of paragraph C.1 of this section, the following activities and uses may occur on property within the distances specified in paragraph C.1.c.v of this section without concurrent construction of the major pedestrian corridor, the temporary pedestrian linkage or the intermediate pedestrian corridor:

i. Surface parking approved pursuant to paragraph C.1.d.ii of this section;

ii. Landscape development;

iii. Street, access and sidewalk improvements, including the Transit Center as provided for in paragraph C.2 of this section;

iv. Any interior remodel;

v. Any exterior remodel; provided, that if exterior dimensions are enlarged new floor area may not exceed a total of 20 percent of the gross floor area of the structure as it existed on the effective date of this provision; and provided, that all new pedestrian level floor area is devoted to pedestrian-oriented uses;

vi. Development of the temporary pedestrian linkage or the intermediate pedestrian corridor.

j. Intermediate Pedestrian Corridor.

i. Notwithstanding any provision of this Code which requires construction of the major pedestrian corridor, a property owner may phase construction of that section of the major pedestrian corridor otherwise required to be built by delaying any portion not directly abutting or adjacent to the project limit which triggered the construction requirement if the owner provides an intermediate pedestrian corridor for that delayed portion of the corridor property which:

(1) Is at least 16 feet in width from the centerline of the major pedestrian corridor west of 108th Avenue NE, or extending outward from the exterior edge of the north or south curblines of the Bellevue Transit Center traffic lanes. This space shall be designed to

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include a minimum four feet edge separating and defining the space, a minimum eight feet pedestrian movement area and a minimum four feet recreation/activity area.

(2) Incorporates lighting, planting, seating, and scored or decorative paving.

(3) Provides a sense of enclosure along the exterior edge of the space by the use of a design element which both physically and visually separates the intermediate corridor from abutting property. Nonexclusive examples of such an element sculptural wall, dense planting, or berm.

(4) Is consistent with the applicable provisions of the Bellevue Pedestrian Corridor Guidelines, as determined by the Director.

ii. Design for any intermediate pedestrian corridor must be approved through Design Review, Part 20.30F LUC, in conjunction with the Design Development Plan for the major pedestrian corridor required to be constructed.

iii. An intermediate pedestrian corridor satisfies any requirement of this Code to construct the temporary pedestrian linkage.

iv. Space developed as an intermediate pedestrian corridor must be replaced by the major pedestrian corridor at the time of development on any project limit abutting or adjacent to the major pedestrian corridor. Construction of the major pedestrian corridor must be in conformance with all requirements of paragraph C.1.e of this section.

2. Major Public Open Spaces.

a. Purpose. Major public open spaces serve as focal points for pedestrian activity within the Downtown Core Design District, and are design elements fully integrated with the major pedestrian corridor.

b. Location. The major public open spaces are to be located at or near the junction of the major pedestrian corridor and:

i. Bellevue Way;

ii. 106th Avenue NE;

iii. 110th Avenue NE.

c. Design. Each development abutting a location of the major open public spaces as defined in paragraph C.2.b of this section must comply with the provisions of this paragraph and the Bellevue Pedestrian Corridor Guidelines and Major Public Open Space Guidelines as adopted by the City Council, or as the same may hereafter be amended. The Bellevue Pedestrian Corridor and Major Open Space Design Guidelines consist of general design guidelines consistent with provisions of this paragraph.

i. The major public open spaces must be designed with numerous pedestrian amenities such that these areas serve as focal points. Pedestrian amenities include elements such as seating, lighting, special paving, planting, food and flower vendors, artwork and special recreational features. Design must be coordinated with that of the major pedestrian corridors.

ii. The major public open spaces at or near 106th Avenue NE and 110th Avenue NE shall be a minimum of 30,000 square feet in size. A maximum of 37,000 square feet is allowed for the purpose of obtaining bonus floor area. The major public open space at or near Bellevue Way shall be a minimum of 10,000 square feet in size. A maximum of 15,000 square feet is allowed for the purpose of obtaining bonus floor area.

iii. Area devoted to a major public open space must be in addition to any area devoted to the major pedestrian corridor.

iv. Pedestrian-oriented frontage is required on at least two sides of a major public open space unless the major public space is linear in design, in which case pedestrian-oriented frontage is required on at least one side.

d. Specific Development Mechanism.

i. General. The provisions of paragraph C.4.d of this section establish alternative development mechanisms and specific requirements for each of the major public open spaces. Each affected property owner must comply with the major public open space design and construction requirements. Only those property owners who establish public access through a recorded legal agreement may utilize the FAR bonus for these open spaces.

ii. Ownership. The owners of property to be devoted to a major public open space will retain fee ownership of that property.

iii. Public Access – Legal Agreement.

(1) Each owner of property to be devoted to a major public open space who chooses to participate in the FAR bonus system for a major public open space shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public.

(2) The agreement shall further provide that the public right of pedestrian use established thereunder shall be enforceable by the City of Bellevue, and the City shall have full rights of pedestrian access to and use of the major public open space for purposes of enforcing the rights of the public under the agreement.

(3) The agreement shall be recorded with the King County Recorder's Office and Bellevue City Clerk.

(4) The obligations under the agreement shall run with the land devoted to a major public open space. The agreement shall be reviewed at the end of 50 years from the date the agreement is signed and shall continue or change in accordance with the then-existing public need for pedestrian use and access of a major public open space for subsequent 50-year terms.

(5) The owner of property to be devoted to a major public open space will maintain that portion of the major public open space and keep the same in good repair.

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(6) The owners of property to be devoted to a major public open space may adopt reasonable rules and regulations for the use of that space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access and the intention of paragraph C.2.d.iii of this section.

iv. Arrangement of Space. The general apportionment, location, and major design features of at least the minimum area of a major public open space shall be established as part of the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines. The specific apportionment and specific design of a major public open space on each affected parcel shall be established through the Design Development Plan described in paragraph C.4.d.x of this section.

v. Development Rights. Space above and beneath the area to be devoted to a major public open space may be developed by the property owner so long as that development is not in conflict with any established pedestrian use of and access to the major public open space, the intentions of paragraph C.2.d.iii of this section, if applicable, and the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines.

vi. Floor Area Ratio Bonus.

Comment [HC60]: UPDATED to align with Amenity Incentive System ratios provided in LUC 20.25A.070 and to retain the current "super bonus."

~~(1) Basic. Area to be devoted to a major public open space may at any time be used to calculate the basic floor area ratio of development for any project limit which incorporates that major public open space, or of development on property in the same ownership which abuts property which incorporates the major public open space. For purposes of this provision, abutting property includes all property in the same ownership separated from the major public open space by only a single public right-of-way. Any transfer of basic floor area to an abutting property must be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director.~~

~~(2) Bonus.~~

(1~~a~~) Bonus floor area associated with major public open space shall be awarded pursuant to the terms of LUC 20.25A.070.F to owners of property to be devoted to the major public open space who provide a recorded legal agreement pursuant to paragraph C.2.d.iii of this section upon approval of an application to construct that major public open space.

(2~~b~~) Bonus floor area earned for construction of a major public open space may be~~:~~

~~(i)~~ used within the project limit incorporating the Major Public Open Space or t~~T~~ransferred to any other property within the area of the Downtown bounded on the west by Bellevue Way, on the east by 112th Avenue NE, on the south by NE 4th Street and on the north by NE 8th Street. Properties may utilize transferred floor area only to the extent that the building height does not exceed maximum height limits established for the applicable Land Use District. Each transfer must be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director.~~; and~~

~~(ii) Utilized to exceed the maximum building height of structures on the project limit incorporating the major public open space, or of structures to which~~

~~the bonus floor area is transferred, subject to the limitations in paragraph C.4.d.vi(2)(b)(i) of this section~~.

vii. Construction Required. Subject to paragraph C.4.d.viii of this section, construction by the property owner of all or part of a major public open space on property in that ownership at the location identified in the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines is required in conjunction with any development on property in that ownership within:

(1) 175 feet of the intersection of the eastern edge of the 106th Avenue NE right-of-way and the centerline of the major pedestrian corridor, but including only that area east of the 106th Avenue NE right-of-way; or

(2) 175 feet of the intersection of the centerline of the 110th Avenue NE right-of-way and the centerline of the major pedestrian corridor, or the extension thereof; or

(3) 175 feet of the intersection of the centerline of the Bellevue Way right-of-way and the centerline of the major pedestrian corridor.

viii. Exempt Activity/Use. Notwithstanding the provisions of paragraph C.4.d.vii of this section, the following activities and uses may occur on property described therein without concurrent construction of the major public open space:

(1) Surface parking, subject to the landscape development provisions of this Code, for a period of not more than five years;

(2) Temporary major pedestrian corridor improvements in conformance with the Interim Corridor Design Plan;

(3) Landscape development;

(4) Street improvements;

(5) Any interior remodel; and

(6) Any exterior remodel which enlarges exterior dimensions such that new floor area not exceeding a total of 20 percent of the gross floor area of the existing building is added, and all new floor area is devoted to pedestrian-oriented uses.

ix. Major Public Open Space Design.

(1) Prior to issuance of a Building Permit for any structure which requires construction of all or part of a major public open space, or prior to actual construction of all or part of a major public open space, whichever comes first, the Bellevue Pedestrian Corridor and Major Public Open Space Design Guidelines shall contain an illustrative design generally apportioning the minimum required amount of major public open space for that entire open space. Each major public open space may have a separate illustrative design.

(2) The property owners shall record the approved illustrative design with the King County Recorder's Office and provide a copy to the Director.

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x. Design Development Plan.

(1) Prior to issuance of a Building Permit for any structure which requires construction of all or part of a major public open space, or prior to actual construction of all or part of a major public open space, whichever comes first, a Design Development Plan for that portion to be constructed must be submitted to and approved by the Director.

(2) The Director shall review the plan, or amend any approved plan through Design Review, Part 20.30F LUC. Plans that depart from the conceptual design in the Pedestrian Corridor and Major Public Open Space design guidelines shall be approved by the City Council through a Development Agreement (Part 20.30L LUC). A plan approved by the Council through the City Council Design Review process may be amended by the Director through Part 20.30F LUC.

(3) The proposed plan must specify the following elements:

(a) Landscaping;

(b) Lighting;

(c) Street furniture;

(d) Color and materials;

(e) Relationship to building frontage;

(f) Specific location of the major public open space;

(g) All design features required pursuant to paragraph C.4.c of this section;

h) Relationship to and coordination with other portions of the major public open space, and with the major pedestrian corridor;

(i) Any other physical element which the Director determines is necessary for and consistent with the Major Public Open Space Design Plan.

3. Minor Publicly Accessible Spaces.

Comment [BT(61]: UPDATED to clarify that MPAS is required where the applicant does not have to comply with the Amenity Incentive System and remain consistent with the current code.

a. Purpose. Minor publicly accessible spaces provide relief from high intensity urban development, serve as visual gateways to the intensive Downtown Core, and provide opportunities for active or passive recreation.

b. Applicability. Minor publicly accessible spaces shall be required when a development does not participate in the Amenity Incentive System of LUC 20.25A.070.

c. Location. Minor publicly accessible spaces shall be located throughout Downtown. At least two spaces shall be located in each superblock based on coordination of design and proximity to other publicly accessible spaces, or pedestrian connections.

d. Design Guidelines.

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i. Minor publicly accessible spaces may be outdoors or enclosed as long as adequate access is provided and their existence is easily identifiable.

ii. A minor publicly accessible space must be open at least during the hours of 8:00 a.m. to 10:00 p.m., or during the hours of operation of adjacent uses, whichever is lesser.

iii. A minor publicly accessible open space must be developed as a plaza, enclosed plaza, or art or landscape feature. The design criteria of LUC 20.25A.070.D.2 or 7. must be met, and the FAR amenity bonus may be utilized.

iv. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at the times specified by subsection C.3.c.ii. of this section. The signage must be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

e. Public Access – Legal Agreement.

i. Owners of property that is used for a minor publicly accessible open space shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation.

ii. The agreement shall provide that the public right for pedestrian use shall be enforceable by the City of Bellevue, and the City shall have full rights of access to the minor publicly accessible space and associated circulation routes for purposes of enforcing the rights of the public under this agreement.

iii. Owners of property subject to this legal agreement will maintain the pedestrian access route and may adopt reasonable rules and regulations for the use of this space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access, and are consistent with this section.

iv. The agreement shall be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director.

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20.25A.100 Downtown Pedestrian Bridges

Comment [HC62]: MOVED from LUC 20.25A.130. UPDATED to use the new Development Agreement Process for Pedestrian Bridge Design Approval.

A. Where Permitted.

Pedestrian bridges over the public right-of-way may be allowed at or near the mid-block in the following locations; provided, that no more than one bridge may be allowed on any side of a 600-foot superblock:

1. On NE 4th Street between Bellevue Way and 110th Avenue NE;

2. On NE 8th Street between Bellevue Way and 110th Avenue NE; and

3. On Bellevue Way between NE 4th Street and NE 8th Street.

Above-grade pedestrian crossings over the public right-of-way in existence at the time of adoption of the ordinance codified in this section shall not be considered nonconforming, and may be repaired or replaced in their current locations without compliance with this section.

B. Location and Design Plan.

The City Council shall review any Downtown Pedestrian Bridge Location and Design Plan, by entering into a Development Agreement pursuant to the terms of LUC 20.25A.030.D.2.

1. Prior to issuance of any permits for a proposed Downtown pedestrian bridge, a Downtown Pedestrian Bridge Location and Design Plan must be submitted to and approved by the City Council, through a development agreement process pursuant to Part 20.30L LUC.

2. A Downtown Pedestrian Bridge Location and Design Plan shall identify the location of the Downtown pedestrian bridge, include a finding by Council that the proposal satisfies the public benefit test set forth in paragraph C of this section, be consistent with the development standards of paragraph D of this section, and be consistent with the Comprehensive Plan.

3. The Director shall ensure that the approved Downtown pedestrian bridge is constructed consistent with the Design Plan. Modification to the location of the Downtown pedestrian bridge, or to the articulated public benefits requires approval by the City Council pursuant to this section. Modifications to the design of the crossing that do not modify the location or public benefits, and that are consistent with the intent of the Design Plan may be approved by the Director through the process set forth in Part 20.30F LUC.

4. The property owners shall record the approved Design Plan with the King County Recorder's Office or its successor agency and provide a copy to the Director.

C. Public Benefit Required.

The Council may approve, or approve with modifications, a proposed Downtown pedestrian bridge if it finds that the bridge provides a public benefit. For the purposes of this section, a Downtown pedestrian bridge shall be determined to provide a public benefit when it meets all of the following criteria:

1. The bridge improves pedestrian mobility;

2. The bridge does not detract from street level activity; and

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3. The bridge functions as part of the public realm.

D. Development Standards.

Each proposed Downtown pedestrian bridge must be developed in compliance with the following standards:

1. The bridge must be open from at least 6:00 a.m. to midnight, or during the hours of operation of adjacent uses, whichever is greater. Signs shall be posted in clear view stating that the pedestrian bridge is open to the public during these hours;

2. The bridge connects upper-level publicly accessible space to upper-level publicly accessible space and provides a graceful and proximate connection between the sidewalk and bridge level that is visible and accessible from the sidewalk. The vertical connection should occur within 50 feet of the sidewalk;

3. Vertical circulation elements must be designed to indicate the bridge is a clear path for crossing the public right-of-way;

4. Directional signage shall identify circulation routes for all users;

5. Structures connected by the bridge shall draw pedestrians back to the sidewalk at the ground level immediately adjacent to both ends of the pedestrian bridge;

6. It is preferred that the bridge remain unenclosed on the sides, but allow enclosure or partial enclosure if the applicant demonstrates it is necessary for weather protection;

7. Visual access shall be provided from the sidewalk and street into the bridge;

8. Bridge may not diverge from a perpendicular angle to the right-of-way by more than 30 degrees;

9. The interior width of the bridge, measured from inside face to inside face shall be no less than 10 feet and no more than 14 feet;

10. Bridge shall be located at the second building level, with a minimum clearance of 16 feet above the grade of the public right-of-way;

11. Impacts on view corridors, as described in LUC 20.25A.150.D, shall be minimized;

12. Impacts on the function of City infrastructure, including but not limited to utilities, lighting, traffic signals, etc., shall be avoided or mitigated;

13. Lighting shall be consistent with public safety standards;

14. Signage on the exterior of the bridge, or on the interior of the bridge that is visible from a public sidewalk or street is not permitted;

15. Bridge must be architecturally distinct from the structures that it connects; and

16. Bridge must exhibit exemplary artistic or architectural qualities.

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E. Public Access – Legal Agreement.

1. Owners of property that is used for pedestrian bridge circulation and access between the bridge and public sidewalk shall execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of bridge operation.

2. The agreement shall provide that the public right for pedestrian use shall be enforceable by the City of Bellevue, and the City shall have full rights of access for the pedestrian bridge and associated circulation routes for purposes of enforcing the rights of the public under this agreement.

3. Owners of property subject to this legal agreement will maintain the pedestrian access route and may adopt reasonable rules and regulations for the use of this space; provided, that the rules and regulations are not in conflict with the right of pedestrian use and access and consistent with this section.

4. The agreement shall be recorded with the King County Recorder's Office or its successor agency and a copy provided to the Director.

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20.25A.110 Landscape Development

Comment [HC63]: MOVED from LUC 20.25A.040 Early Wins

A. Street trees and landscaping – Perimeter – Plate B

Comment [HC64]: MOVED from LUC 20.25A.060 Early Wins.

UPDATED to add additional flexibility for tree species substitution.

1. Tree Species. The property owner shall install street trees, in addition to any landscaping required by LUC 20.25A.110.B, according to the requirements of 20.25A.110.A.1 Plate B of this section as now or hereafter amended.

20.25A.110A.1 Plate B

Plate B – Downtown Bellevue Street Tree Species Plan

East-West	Proposed Street Trees	Tree Size
NE 12th (102nd to I-405)	Pear: Pyrus calleryana 'Glens form'	Small
NE 11th (110th to 112th)	'Katsura: Cercidiphyllum japonicum'	Large
NE 10th (100th to 106th)	Tupelo: Nyssa sylvatica 'Firestarter'	Medium
NE 10th (106 to I-405)	Zelkova serrata 'Village Green'	Medium
NE 9th (110th to 111th)	Katsura: Cercidiphyllum japonicum	Large
NE 8th (100th to 106th)	Honeylocust: Gleditsia tricanthos 'Shademaster'	Medium
NE 8th (106th to 112th)	Pac Sunset Maple: Acer truncatum x platanoides 'Warrenred'	Medium
NE 6th (Bellevue Way to 106th)	Honeylocust: Gleditsia tricanthos 'Shademaster'	Medium
NE 6th (106th to I-405)	Katsura: Cercidiphyllum japonicum	Large
NE 4th (100th to I-405)	Autumn Blaze Maple: Acer x Freemanii 'Jeffersred'	Large
NE 3rd Pl (110th to 111th)	Tupelo: Nyssa sylvatica 'Firestarter'	Large
NE 2nd Pl (108th to 111th)	Persian ironwood: Parrotia persica 'Vanessa'	Medium
NE 2nd (Bellevue Way to I-405)	English oak: Quercus robur 'Pyramich'	Large
NE 1st/2nd (100th to Bellevue Way)	Hungarian oak: Quercus frainetto 'Schmidt'	Large
NE 1st (103rd to Bellevue Way)	Ginkgo: Ginkgo biloba 'Magyar'	Medium
Main St (100th to Bellevue Way)	Ginkgo: Ginkgo biloba 'Magyar'	Medium
Main St (Bellevue Way to I-405)	Tupelo: Nyssa sylvatica 'Afterburner'	Medium

North-South	Proposed Street Trees	Tree Size
100th (NE 12th to NE 10th)	Pear: Pyrus calleryana ‘Aristocrat’	Small
100th (NE 10th to NE 1st)	Scarlet oak: Quercus coccinia	Large
100th (NE 1st to Main)	Ginkgo: Ginkgo biloba ‘Magyar’	Medium
101st (near NE 10th)	Ginkgo: Ginkgo biloba ‘Autumn Gold’	Medium
101st Ave SE (south of Main St)	Katsura: Cercidiphyllum japonicum	Large
102nd (NE 12th to NE 8th)	Miyabe maple: Acer miyabei ‘Rugged Ridge’	Large
102nd (NE 1st to south of Main St)	Katsura: Cercidiphyllum japonicum	Large
103rd (near NE 10th)	Ginkgo: Ginkgo biloba ‘Autumn Gold’	Medium
103rd (NE 2nd to Main St)	Katsura: Cercidiphyllum japonicum	Large
Bellevue Way (NE 12th to NE 10th)	Tulip tree: Liriodendron tulipifera ‘JFS-oz’	Large
Bellevue Way (NE 10th to NE 4th)	Honeylocust: Gleditsia tricanthos ‘Shademaster’	Medium
Bellevue Way (NE 4th to Main)	Tulip tree: Liriodendron tulipifera ‘JFS-oz’	Large
105th (NE 4th to NE 2nd)	Sweetgum: Liquidambar styraciflua ‘Worplesdon’	Large
105th SE (near Main St)	London planetree: Platanus x acerifolia ‘Bloodgood’	Large
106th (NE 12th to NE 8th)	Elm: Ulmus propinqua ‘Emerald Sunshine’	Large
106th (NE 8th to NE 4th)	Elm: Ulmus Americana ‘Jefferson’	Large
106th (NE 4th to Main)	Elm: Ulmus ‘Morton Glossy’	Large
106th Pl NE (near NE 12th)	London planetree: Platanus x acerifolia ‘Bloodgood’	Large
107th (NE 2nd to south of Main)	Hornbeam: Carpinus caroliniana ‘Palisade’	Medium
108th (NE 12th to NE 8th)	Persian ironwood: Parrotia persica ‘Ruby Vase’	Medium
108th (NE 8th to NE 4th)	Sweetgum: Liquidambar styraciflua ‘Worplesdon’	Large
108th (NE 4th to south of Main)	Zelkova serrata ‘Green Vase’	Medium
109th (near NE 10th)	Linden: Tilia cordata ‘Chancole’	Large
110th (NE 12th to NE 8th)	Linden: Tilia americana ‘Redmond’	Large
110th (NE 8th to NE 4th)	Zelkova serrata ‘Village Green’	Medium

110th (NE 4th to Main)	Red maple: Acer rubrum 'Somerset'	Large
111th (NE 11th to NE 9th)	Ginkgo: Ginkgo biloba 'Autumn Gold'	Medium
111th (NE 4th to NE 2nd)	Ginkgo: Ginkgo biloba 'Autumn Gold'	Medium
112th (NE 12th to Main)	Scarlet oak: Quercus coccinia	Large

2. Street Landscaping. Street trees together with shrubbery, groundcover and other approved plantings are required in a planter strip along the length of the frontage. Vegetation included in the planter strip shall be able to withstand urban conditions, shall be compatible with other plantings along the same street, and shall reflect the character of the area within which they are planted, as approved by the Director.

3. Installation and Irrigation

a. Installation. Street trees, at least 2.5 inches in caliper or as approved by the Director, must be planted at least 3 feet from the face of the street curb, and spaced a maximum of 20 feet for small trees, 25 feet for medium trees, and 30 feet for large trees. The size of the tree shall be determined by Plate B of this section, as now or hereafter amended. A street tree planting area may also include decorative paving and other native plant materials, except grass that requires mowing. The use of planter strips for stormwater treatment is encouraged. Installation shall be in accordance with the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

b. Irrigation. A permanent automatic irrigation system shall be provided at the time of installation of street trees and sidewalk planting strip landscaping located in a required planter strip or tree pit. The irrigation system shall be served by a separate water meter installed by the applicant and served by City-owned water supply with 24-hour access by the City. The use of rainwater to supplement irrigation is encouraged. Irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards, as now or hereafter amended.

4. Species substitution. If a designated tree species is not available due to circumstances such as spread disease or pest infestation, it may be substituted with a different species or cultivar as approved by the Director as an administrative departure pursuant to LUC 20.25A.030.D.1. The substitution shall be of the same size and canopy spread as the tree species that is being replaced.

B. On-site landscaping

Comment [BT(65]: MOVED from 20.25A.040. UPDATED because vehicular access between the front of a building and the street is no longer allowed, thus vehicular access is not needed in the column entitled "Street Frontage."

1. The provisions of LUC 20.20.520, except as they conflict with this section, apply to development in the Downtown Land Use Districts.

2. Site perimeter and parking structure landscaping shall be provided in Downtown Land Use Districts according to the following chart, Landscape Development Requirements. In addition, street trees may be required by LUC 20.25A.110.A.1.

20.25A.110 Landscape Development Requirements

Land Use District	Location On-Site		
	Street Frontage	**Rear Yard**	**Side Yard**
Downtown-O-1 Downtown-O-2 Downtown OB	If buffering a parking area – 8′ Type III (1)	None Required	None Required
Downtown-MU Downtown-R Downtown OLB Perimeter Overlay Districts	If buffering a parking area – 8′ Type III (1)	If buffering a surface vehicular access or parking area – 5′ Type III	If buffering a surface vehicular access or parking area – 5′ Type III

(1) An alternative design may be approved through Alternative Landscape Option, LUC 20.20.520.J through the Administrative Departure process contained in LUC 20.25A.030.D.1.

C. Linear Buffer

Comment [HC66]: MOVED from LUC 20.25A.090.D.4

UPDATED to allow increased flexibility for property owners to use the buffers.

1. General. The standards of this paragraph supplement other landscape requirements of this Part 20.25A and LUC 20.20.520 for development in the Perimeter Overlay District.

2. Linear Buffers.

a. General. Any development situated within Perimeter Overlay A shall provide a linear buffer within the minimum setback from the Downtown boundary required by LUC Chart 20.25A.060.A.4. The purpose of this feature is to produce a green buffer that will soften the visual impact of larger buildings as viewed from the lower intensity Land Use Districts adjacent to Downtown. These design standards are minimum requirements for the size and quantity of trees and other linear buffer elements. The specific design of the linear buffer for each project will be determined through the Design Review Process. Design considerations include, but are not limited to, the placement of elements and their relationship to adjacent property as well as to the proposed development. Different sets of design standards apply to each of the locational conditions.

3. Requirements for All Linear Buffers. All linear buffers:

a. Shall have a minimum width of 20 feet;

b. Shall not be used for parking, and vehicular access drives shall be no more than 25 percent of the total are of the linear buffer;

c. Must include seasonal color in an amount of at least 10 percent of the perimeter setback area; and

d. Must utilize native species for at least 50 percent of the plantings located within the perimeter setback area.

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4. Linear Buffers that are Adjacent to Rights-of-Way or Public Property shall have:

a. Three deciduous trees, with a minimum caliper of 2.5 inches, per each 1,000 square feet of the perimeter setback area.

b. Two flowering trees, with a minimum caliper of two inches, per each 1,000 square feet of perimeter setback area.

c. Ten evergreen shrubs, minimum five-gallon size, per 1,000 square feet of the perimeter setback area.

d. Living ground cover that provides cover of unpaved portion of buffer within three years.

e. Walls and fences that do not exceed 30 inches.

f. Accessibility both visually and physically abutting the sidewalk and being within three feet of the sidewalk or providing alternative access.

g. Seventy-five percent of the buffer must be planted. The other 25 percent may be paved with pervious pavement, brick, stone or tile in a pattern and texture that is level and slip-resistant. The paved portion of the buffer may be used for private recreational space and residential entries.

5. Where the Downtown boundary abuts property outside the Downtown other than right-of-way or public property, the minimum setback from the Downtown boundary (or perimeter property lines when the setback has been relocated pursuant to Note 6 of subsection LUC 20.25A.060.A.4 shall be landscaped as follows:

a. The entire setback shall be planted except for allowed paved portions. No portion may be paved except for vehicular entrance drives, required through-block connections, patios that do not exceed 25 percent of the area of the required setback, and residential entries that do not exceed 25 percent of the area of the required setback.

b. The setback shall be planted with:

i. Evergreen and deciduous trees, with no more than 30 percent deciduous, a minimum of 10 feet in height, at intervals no greater than 20 feet on center;

ii. Evergreen shrubs, a minimum of two-gallon in size, at a spacing of three feet on center; and

iii. Living ground cover so that the entire remaining area will be covered in three years.

D. Fences

Comment [HC67]: MOVED from LUC 20.25A.040.C

1. No fence may violate the sight obstruction restrictions at street intersections. (See BCC 14.60.240.)

2. Any fence which exceeds eight feet in height requires a Building Permit and shall conform to the International Building Code, as adopted and amended by the City of Bellevue.

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3. Height shall be measured from finished grade at the exterior side of the fence. No person may construct a berm upon which to build a fence unless the total height of the berm plus the fence does not exceed the maximum height allowable for the fence if the berm was not present.

4. Prohibited Fences. Barbed wire may not be used in fencing in any Downtown land use district. Electric fences are not permitted in any Downtown land use district. Chain link fences are not permitted in any Downtown land use district, except:

a. To secure a construction site or area during the period of construction, site alteration or other modification; and

b. In connection with any approved temporary or special event use.

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20.25A.120 Green and Sustainability Factor

Comment [HC68]: NEW - Reviewed by the Planning Commission on October 26, 2016. Improves walkability, reinforces "City in a Park" character, increases tree canopy, helps with stormwater runoff infiltration, and softens and mitigates the effects of dense urban environment. Uses Seattle model.

A. General All new development shall provide landscaping and other elements that meets a minimum Green and Sustainability Factor score. All required landscaping shall meet standards promulgated by the Director to provide for the long-term health, viability, and coverage of plantings. These standards may include, but are not limited to, the type and size of plants, spacing of plants, depth of soil, and the use of drought-tolerant plants. The Green and Sustainability Factor score shall be calculated as follows:

1. Identify all proposed elements, presented in Figure 20.25A.120.A.5.

2. Multiply the square feet, or equivalent ~~square footage~~unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Figure 20.25A.120.A.5 according to the following provisions:

a. If multiple elements listed in Figure 20.25A.120.A.5 occupy the same physical area, they may all be counted. For example, groundcover and trees occupying the same physical space may be counted under the ground cover element and the tree element.

b. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may be counted.

c. Elements listed in Figure 20.25A.120.A.5 that are provided to satisfy any other requirements of Part 20.25A may be counted.

d. Unless otherwise noted, elements shall be measured in square feet.

e. For trees, large shrubs and large perennials, use the equivalent square footage of each tree or shrub provided in. Figure 20.25A.120.A.5. Tree sizing shall be determined by the Green and Sustainability Factor Tree List maintained by the Director in the Development Services Department. If a tree species is not included on the list, the Director shall determine the size of the proposed tree species.

f. For green walls systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems must include year-round irrigation and a submitted maintenance plan ~~to~~ shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.

Comment [HC69]: CODE CLARIFICATION – modified to better differentiate between Green Wall Systems and Vegetated Walls.

g. All vegetated structures, including fences counted as ~~green~~ vegetated walls shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls must include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green and Sustainability Factor Score.

h. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume; square footage is determined by the area of the portion of the horizontal plane that lies over or under the element.

j. All permeable paving and structural soil credits may not count for more than one third of a project's Green and Sustainability Factor Score.

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3. Add together all the products calculated in Figure 20.25A.120.A.5 below to determine the Green and Sustainability Factor numerator.

4. Divide the Green and Sustainability Factor numerator by the lot area to determine the Green and Sustainability Factor score. A development must achieve a minimum score of 0.3.

5. The Director has the final authority in determining the accuracy of the calculation of the Green and Sustainability Factor score.

Figure 20.25A.120.A.5

A. Landscape Elements		Multiplier
	1. Bioretention Facilities and Soil Cells. Bioretention facilities and soil cells must comply with Bellevue's Storm and Surface Water Engineering Standards. Bioretention facilities shall be calculated in horizontal square feet. The soil cell systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	1.2
	2. Structural Soil Systems. The volume of structural soil systems can be calculated up to 3 feet in depth. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using three feet of depth or the depth of the facility, whichever is less.	0.2
	3. Landscaped Areas with Soil Depth Less than 24 Inches	0.1
	4. Landscaped Areas with Soil Depth of 24 Inches or More	0.6
	5. Preservation of Existing Trees. Existing trees – proposed for preservation shall be calculated at 20 square feet per inch d.b.h. Trees shall have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation must be approved by the Director.	1.0
	6. Preservation of Landmark Tree Bonus. Landmark trees proposed for this bonus shall be calculated at 20 square feet per inch d.b.h. and shall meet the City's definition for Landmark Trees. This bonus is in addition to the preservation of existing trees.	0.1
	7. Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 square feet per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	0.1

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	~~8. Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 square feet per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.~~	~~0.1~~
	8~~9~~. Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 square feet per plant.	0.4
	9~~10~~. Small Trees. Small trees shall be calculated at 90 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	10~~11~~. Medium Trees. Medium trees shall be calculated at 230 square feet per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	0.3
	11~~12~~. Large Trees. Large trees shall be calculated at 360 square feet per tree. Consult with the Green and Sustainability Factor Tree List for size classification of trees.	0.4
B. Green Roofs		
	1. Green Roof, 2 to 4 Inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	0.4
	2. Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.	0.7
C. Green Walls		
	1.Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.	0.2
	2~~1~~. Green Wall System. Façade or ~~wall~~ structural surface planted with a green wall system. ~~with~~A year-round irrigation and maintenance plan ~~calculated with an estimate of 3 years' growth~~shall be provided.	0.7
D. Landscape Bonuses		
	1. Food Cultivation. Landscaped areas for food cultivation.	0.2
	2. Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	0.1
	3. Landscape Areas at Sidewalk Grade.	0.1
	4. Rainwater Harvesting. Rainwater harvesting for landscape	0.2

Comment [HC70]: Deleted as duplicate of Landscape Element A.7.

Comment [HC71]: CODE CLARIFICATION – modified to better differentiate between Green Wall Systems and Vegetated Walls.

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	irrigation shall be calculated as a percentage of total water budget times total landscape area.	
E. Permeable Paving		
	1. Permeable Paving, 6 to 24 Inches of Soil or Gravel. Permeable paving over a minimum of 6 inches and less than 24 inches of soil or gravel.	0.2
	2. Permeable Paving over at Least 24 Inches of Soil or Gravel.	0.5
F. Publicly Accessible Bicycle Parking		
	1. Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 square feet per bike locking space and must be visible from sidewalk or public area.	1.0
	2. Bicycle Lockers. Bicycle lockers in publicly accessible locations –shall be calculated at 12 square feet per locker, and must be visible from public areas and open for public use.	1.0

Comment [HC72]: MOVED Green Building Initiatives to the FAR Amenity section LUC 20.25A.070 because certificates are not awarded until after the building is built and sometimes even later. Green building certificates and awards are counted in the FAR system because they can be valued. This allows the developer to pay a fee in lieu if certification is not awarded and FAR bonus was used to support development program.

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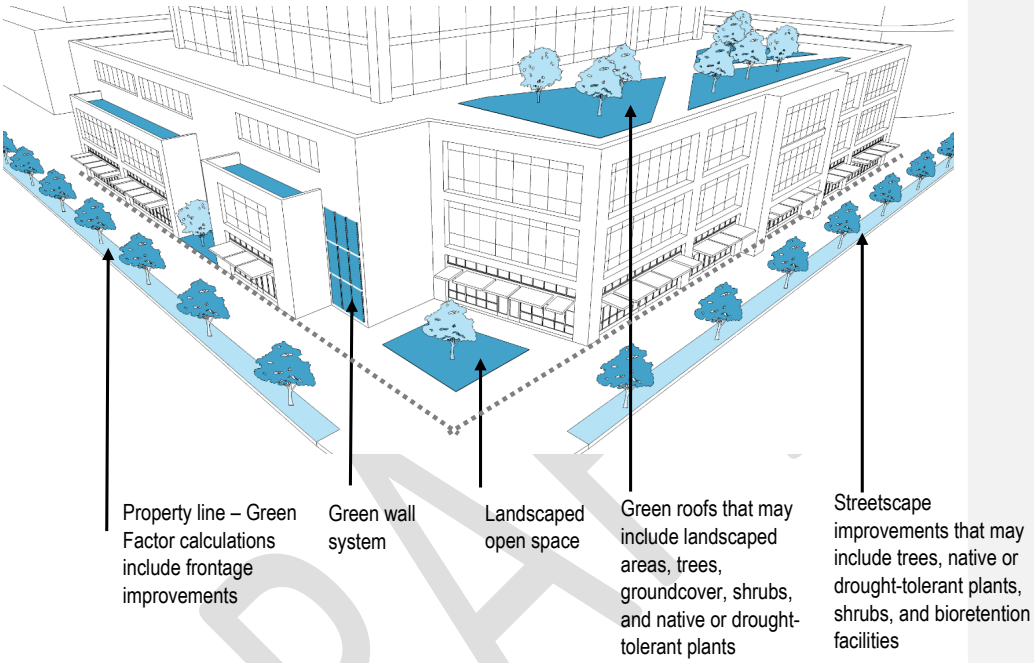

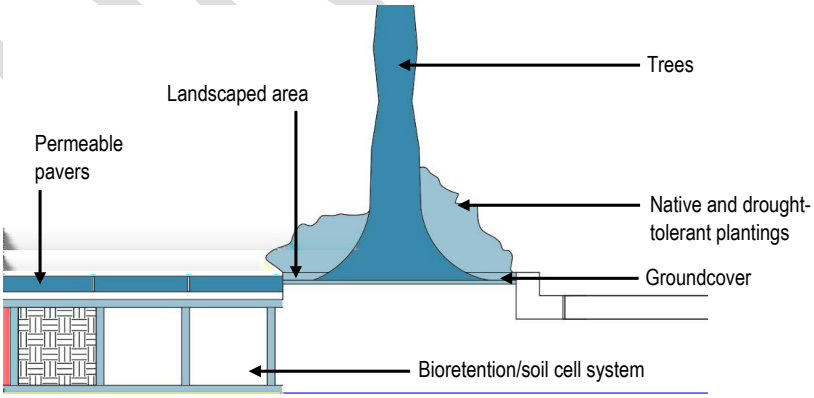

Heritage Trees -TBD

Comment [BT(73]: There is a landmark tree bonus in the Green and Sustainability Factor above.
We will include Heritage Trees and Landmark Trees more comprehensively when the City wide conversation regarding tree retention has been initiated and completed.

20.25A.130 Mechanical Equipment Screening and Location Standards.

Comment [HC74]: MOVED from Downtown LUC 20.25A.045 Early Wins.

A. Applicability.

The requirements of this section shall be imposed for all new development, and construction or placement of new mechanical equipment on existing buildings. Mechanical equipment shall be installed so as not to detract from the appearance of the building or development.

B. Location Requirements.

1. To the maximum extent reasonable and consistent with building and site design objectives, mechanical equipment shall be located in the building, below grade, or on the roof.

2. Where the equipment must be located on the roof, it shall be consolidated to the maximum extent reasonable rather than scattered.

3. Mechanical equipment shall not be located adjacent to a sidewalk, through-block pedestrian connection, or area designated open to the public, such as a plaza.

C. Screening Requirements.

1. Exposed mechanical equipment shall be visually screened by a predominantly solid, non-reflective visual barrier that equals or exceeds the height of the mechanical equipment. The design and materials of the visual barrier or structure shall be consistent with the following requirements:

a. Architectural features, such as parapets, screen walls, trellis systems, or mechanical penthouses shall be consistent with the design intent and finish materials of the main building, and as high, or higher than the equipment it screens.

b. Vegetation or a combination of vegetation and view-obscuring fencing shall be of a type and size that provides a visual barrier at least as high as the equipment it screens and provides 50 percent screening at the time of planting and a dense visual barrier within three years from the time of planting.

c. Screening graphics may be used for at-grade utility boxes.

2. Mechanical equipment shall be screened from above by incorporating one of the following measures, in order of preference:

a. A solid non-reflective roof. The roof may incorporate non-reflective louvers, vents, or similar penetrations to provide necessary ventilation or exhaust of the equipment being screened;

b. Painting of the equipment to match or approximate the color of the background against which the equipment is viewed;

c. Mechanical Equipment Installed on Existing Roofs. The Director may approve alternative screening measures not meeting the specific requirements of this section if the applicant demonstrates that:

i. The existing roof structure cannot safely support the required screening, or

ii. The integrity of the existing roof will be so compromised by the required screening as to adversely affect any existing warranty on the performance of the roof.

D. Exhaust Control Standards.

1. Purpose. Where technically feasible, exhaust equipment shall be located so as not to discharge onto a sidewalk, right-of-way, or area designated accessible to the public; including but not limited to a plaza, through-block connection, pedestrian bridge, and minor publicly accessible space.

2. Exhaust Location Order of Preference. Mechanical exhaust equipment shall be located and discharged based on the following order of preference:

a. On the building roof;

b. On the service drive, alley, or other façade that does not abut a public street, sidewalk or right-of-way;

c. Located above a driveway or service drive to the property such as a parking garage or service court; or

d. Location that abuts a public street or easement; provided, that the exhaust discharge is not directly above an element that has earned FAR Amenity Incentive System points, such as a public plaza.

3. If mechanical exhaust equipment is located as provided in subsection D.2.c or d of this paragraph, then it shall be deflected from such public space and located at least 16 feet above finished grade, street, easement or other area designated accessible to the public.

4. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points, such as a public plaza.

E. Modifications.

The location and screening of mechanical equipment and exhaust systems is subject to review and approval at the time of land use review. The Director may approve an administrative departure pursuant to LUC 20.25A.030.D.1. if the applicant demonstrates that the alternate location or screening measures provide an equal or better result than the requirements of this section.

F. Noise Requirements.

1. Mechanical equipment shall meet the requirements of Chapter 9.18 BCC, Noise Control.

2. The applicant shall be required to demonstrate the mechanical system compliance with the requirements of Chapter 9.18 BCC prior to issuance of certificate of occupancy.

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20.25A.135 Downtown Neighborhood Specific Standards

A. Eastside Center, Convention Civic Neighborhood

Comment [HC75]: MOVED from LUC 20.25A.065 and updated to conform to the balance of the code

1. Definition of District. The Convention Civic Neighborhood encompasses the area bounded by the centerlines of 110th Avenue NE on the west, NE 8th Street on the north, I-405 on the east, and NE 4th Street on the south.

2. Purpose. The purpose of the Convention Civic Center Neighborhood is to implement the Downtown Subarea policies concerning the Special Opportunity Area, by providing specific standards. These standards will permit the development of cultural, conference and exhibition facilities and other uses as envisioned by the policies.

3. Development Standards. All provisions of this Part 20.25A LUC shall apply to this district, with the following exceptions:

a. Within the Convention Civic Neighborhood, maximum lot coverage may be up to 100 percent for buildings in which more than 50 percent of the gross floor area, excluding parking, is comprised of one or more of the following uses: city government facilities, cultural facilities, conference facilities and exhibition facilities.

b. Within the Convention Civic Neighborhood, the building floor area per floor above 40 feet high may be unlimited for buildings and floors in which more than 50 percent of the gross floor area, excluding parking, is comprised of one or more of the following uses: city government facilities, cultural facilities, conference facilities and exhibition facilities.

c. Building types listed in paragraphs 3.a and 3.b of this section should incorporate special design features as described below:

i. Building facades should be divided into increments through the use of offsets, facets, recesses or other architectural features which serve to break down the scale. Roof forms should incorporate terraces, planting areas, decorative features, or other elements to soften the rectilinear profile.

ii. Special attention should be given to the provision of elements at or near the ground level such as awnings, recessed entries, water features, address signs, seasonal flower beds, seating, pedestrian-oriented uses and display kiosks.

d. Nothing in these provisions shall affect the maximum floor area ratios permitted for the underlying land use districts.

e. Within the Convention Civic Neighborhood, the minimum side and rear setback required above 40 feet for all buildings with a building height in excess of 75 feet may be eliminated for buildings and floors in which more than 50 percent of the gross floor area, excluding parking, is comprised of one or more of the following uses: city government facilities, cultural facilities, conference facilities and exhibition facilities.

B. Downtown – Old Bellevue Neighborhood District

Comment [HC76]: MOVED from LUC 20.25A.070. UPDATED to conform to the balance of the code and to remove redundancies.

1. Design Review Required. All development within the Downtown-Old Bellevue Neighborhood must be reviewed by the Director using the Design Review process, Part 20.30F LUC, and applying the Downtown Design Review Criteria, LUC 20.25A.110, in reviewing an application for development in the Downtown-Old Bellevue Neighborhood.

2. Development Requirements. Development within the Old Bellevue Neighborhood must comply with the following if the property abuts the named streets:

a. Street Improvements. The applicant shall provide half-street and sidewalk improvements including paving, street trees, lighting and other street furniture comparable to the existing Main Street streetscape between 102nd Avenue and Bellevue Way on:

i. Both sides of Main Street between 100th Avenue and Bellevue Way; and

ii. 102nd and 103rd Avenues between SE 1st Street and NE 1st Street; and

iii. The west side of Bellevue Way between SE 1st Street and NE 2nd Street; and

iv. The east side of 100th Avenue between SE Bellevue Place and NE 1st Street; and

v. Both sides of NE 1st and NE 2nd between 100th Avenue and Bellevue Way.

b. Pedestrian-oriented frontage must include display windows having mullions that are spaced two to six feet apart.

20.25A.140 Downtown Design Guidelines Introduction.

Comment [HC77]: MOVED from Design Guidelines Building/Sidewalk Relationships II and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

The Downtown Design Guidelines have the following predominant goals:

A. To ensure that Downtown is viable, livable, memorable, and accessible.

B. To promote design excellence, innovation, and reinforce a sense of place for Downtown.

C. To improve the walkability, streetscapes, and public spaces for Downtown residents, employees and visitors.

D. To foster a vibrant pedestrian environment by providing a welcoming streetscape with Active Uses, open spaces, street furniture, landscaping, and pedestrian-scaled amenities.

E. To improve connectivity through Downtown and from Downtown to adjacent neighborhoods.

F. To encourage sustainable and green design features, including those that promote water, resource, and energy conservation.

G. To encourage the design of attractive rooftops that contribute to a memorable Downtown skyline.

H. To advance the theme of "City in a Park" for Downtown, create more green features and public open space, and promote connections to the rest of the park and open space system.

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20.25A.150 Context.

Comment [HC78]: NEW – Incorporated CAC Recommendations, Updated Comprehensive Plan Policy direction and Design Criteria from LUC 20.25A.110, and aligned with BelRed code organization (LUC 20.25D.150). Improves Land Use Code Consistency and Ease of Use.

A. Relationship to Height and Form of Other Development.

1. Intent. Each new development provides an opportunity to enhance the aesthetic quality of Downtown and its architectural context. The relationship that a development has to its environment is a part of creating a well-designed, accessible, vibrant community.

2. Guidelines.

a. Architectural elements should enhance, not detract from, the area's overall character;

b. Locate the bulk of height and density in multi-building projects away from lower intensity land use districts;

c. Minimize offsite impacts from new development, such as lights and noise, by directing them away from adjacent properties and less intense uses;

d. Incorporate architectural elements at a scale and location that ensures detailing is proportionate to the size of the building; and

e. Use forms, proportions, articulation, materials, colors and architectural motifs that are suggested by and complement adjacent buildings.

B. Relationship to Publicly Accessible Open Spaces

1. Intent. Publicly accessible open spaces including Outdoor Plazas, Major Pedestrian Open Spaces and Minor Publicly Accessible Spaces are provided for public enjoyment and are an area of respite for those who live and work in the area. Publicly accessible open spaces provide numerous benefits for people including: active and passive recreation, a place to sit and gather, a place for events, and relief from the built environment. Any negative impacts from new projects to adjacent publicly accessible spaces should be minimized.

2. Guidelines.

a. Organize buildings and site features to preserve and maximize solar access into existing and new public open spaces wherever possible;

b. When designing a project base or podium, strive to enhance the user's experience of adjacent public open spaces. For example, views of an adjacent existing public open space can be framed by new development; and

c. Promote use and accessibility of publicly accessible open spaces through site and building design.

C. Relationship to Transportation Elements

1. Intent. Downtown residents, employees, and visitors depend on safe, inviting, efficient transportation options. New development is a key link in creating a reliable transportation system with connections to different modes of transportation that place an emphasis on safety for the pedestrian.

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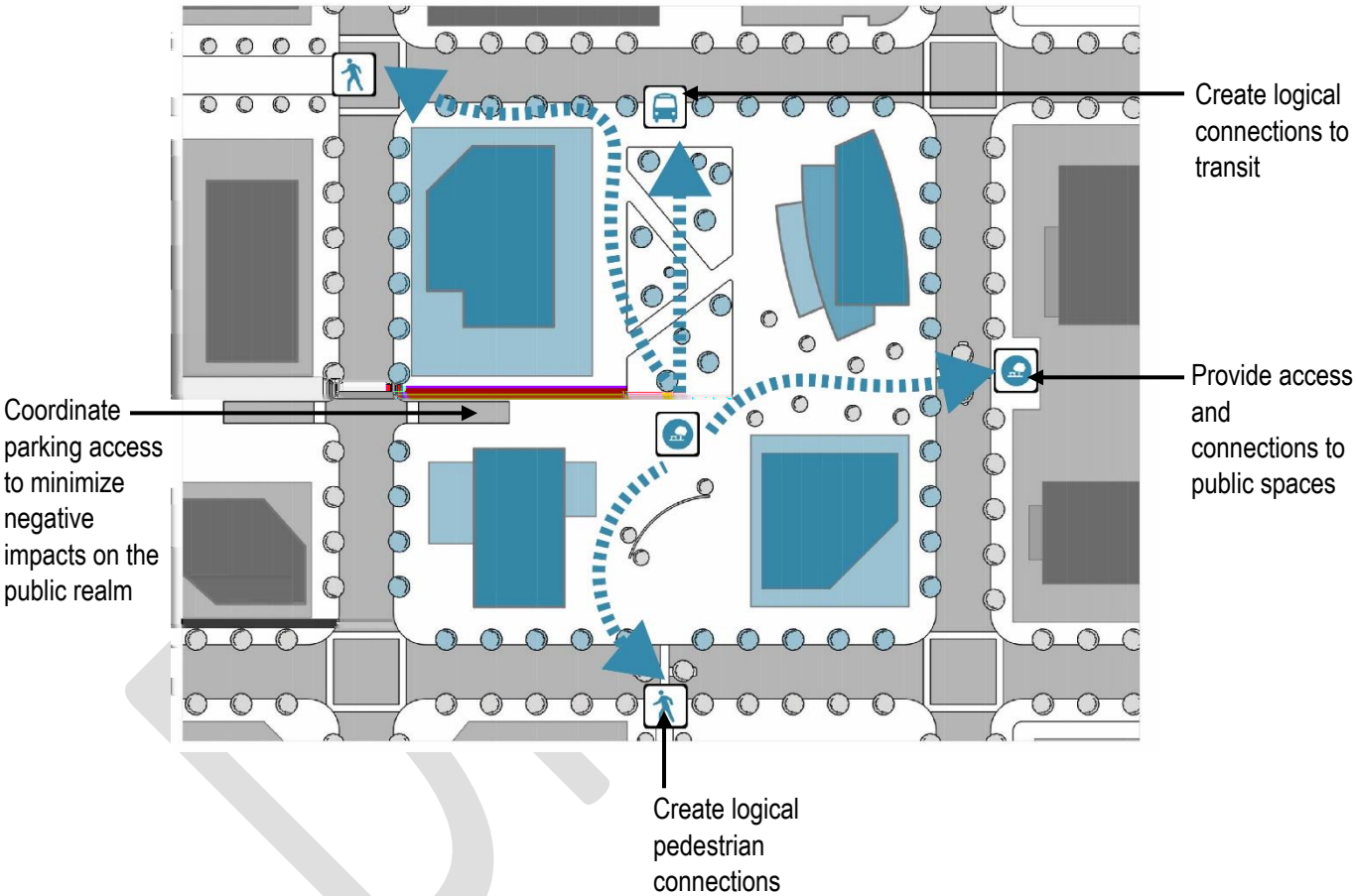
2. Guidelines**.**

a. Create logical connections to transit options, walking and biking trails, pedestrian routes, and streets; and

b. Coordinate service and parking access to maximize efficiency and minimize negative impacts on adjacent land uses and the public realm.



D. Emphasize Gateways

1. Intent. Entrances and transitions into and within Downtown should be celebrated.

2. Guideline. Use architectural and landscape elements to emphasize gateways. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of "entering" or moving into Downtown, as well as entry into unique neighborhoods in Downtown. Refer to the Gateways and Wayfinding section of the Downtown Subarea Plan in the City of Bellevue Comprehensive Plan for a map of gateways.

E. Maximize Sunlight on Surrounding Area

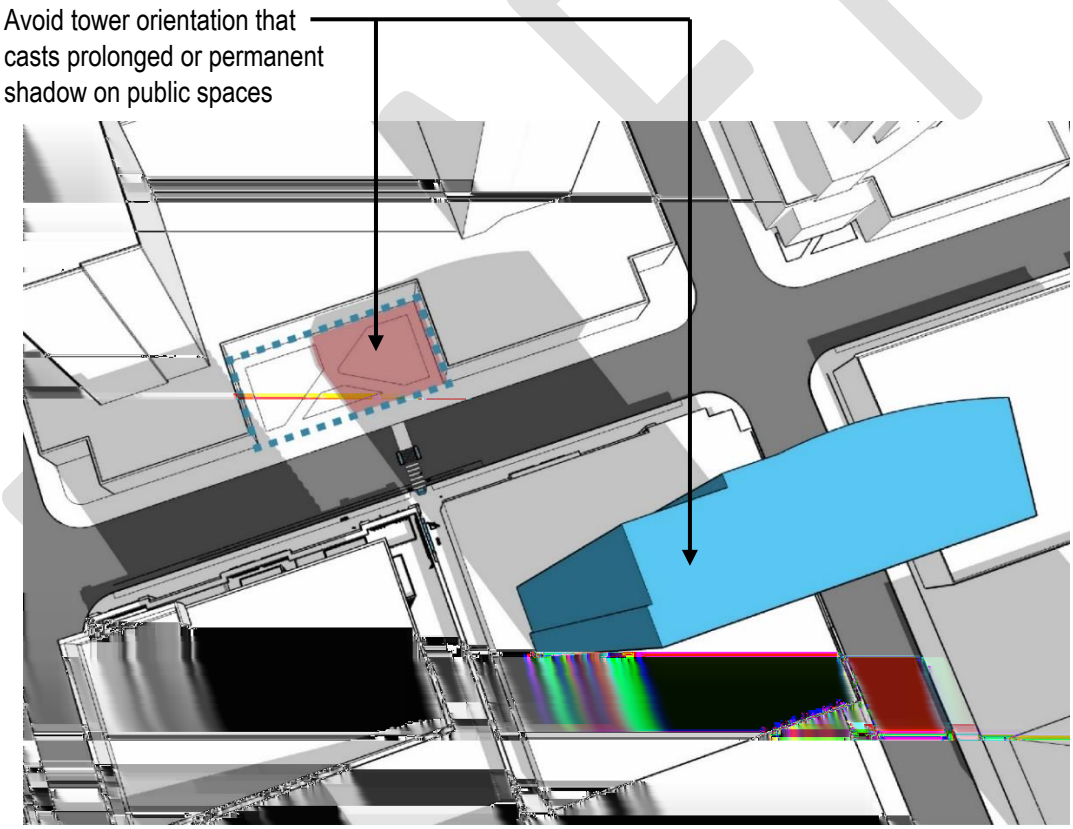
1. Intent. Outdoor spaces are more enjoyable and functional if they are filled with sunlight. Loss of sunlight and sky view reduces the comfort, quality, and use of publicly accessible open space. Trees and vegetation need sunlight to thrive.

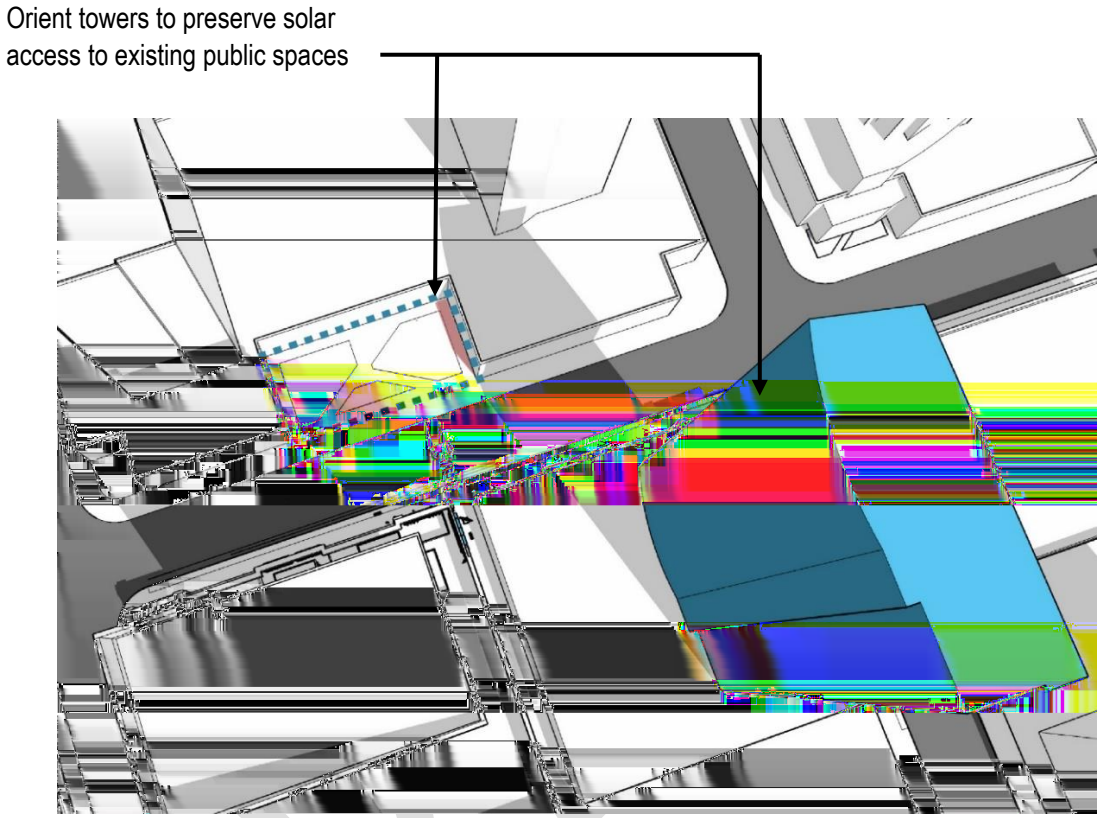
2. Guidelines.

a. Evaluate alternative placement and massing concepts for individual building sites at the scale of the block to secure the greatest amount of sunlight and sky view in the surrounding area;

b. Maximize sunlight and sky view for people in adjacent developments and streetscape; and

c. Minimize the size of shadows and length of time that they are cast on pedestrians in the streetscape.




Orient towers to preserve solar access to existing public spaces

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20.25A.160 Site Organization.

Comment [HC79]: NEW – Incorporated CAC Recommendations, Updated Comprehensive Plan Policy direction and Design Criteria from LUC 20.25A.110, and aligned with BelRed code organization (LUC 20.25D.150). Improves Land Use Code Consistency and Ease of Use.

A. Introduction

Downtown Bellevue is unique in its 600-foot superblock configuration. These large blocks, which constitute the majority of the blocks in Downtown, create greater flexibility in site design. However, they create a greater need to provide for street activation and coordinated internal circulation.

B. On-Site Circulation

1. Intent. The vitality and livability of Downtown is dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation. The design should encourage the free flow of pedestrians, cyclists and cars onto, off, and through the site. Walkability includes the creation of through-block pedestrian connections and other paths that offer attractive and convenient connections away from heavy arterial traffic. These connections also break down superblocks into a pedestrian-friendly grid.

2. Guidelines.

a. Site Circulation for Servicing and Parking.

i. Minimize conflicts between pedestrians, bicycles and vehicles;

ii. Provide access to site servicing and parking at the rear of the building from a lane or shared driveway, if possible;

iii. Provide access to site servicing, such as loading, servicing, utilities, vehicle parking, either underground or within the building mass and away from the public realm and public view;

iv. Minimize the area of the site used for servicing through the use of shared infrastructure and shared driveways;

v. Provide service access through the use of through-lanes rather than vehicle turnarounds, if possible; and

iv. Locate above-ground mechanical and site servicing equipment away from the public sidewalk, through-block connections, and open spaces.

b. On-site Passenger and Guest Loading Zones, Porte Cocheres, and Taxi Stands

i. Plan for increased activity found in passenger and guest loading areas during site plan development. Loading functions must take place on private property, except as provided below;

ii. Locate passenger and guest loading zones and taxi stands so that the public right-of-way will remain clear at all times;

iii. Locate passenger and guest loading zones and taxi stands to minimize conflicts with pedestrians and other modes of transportation. Limit the number and width of curb cuts and

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vehicular entries to promote street wall continuity and reduce conflicts with pedestrians, bicyclists, and other modes of transportation;

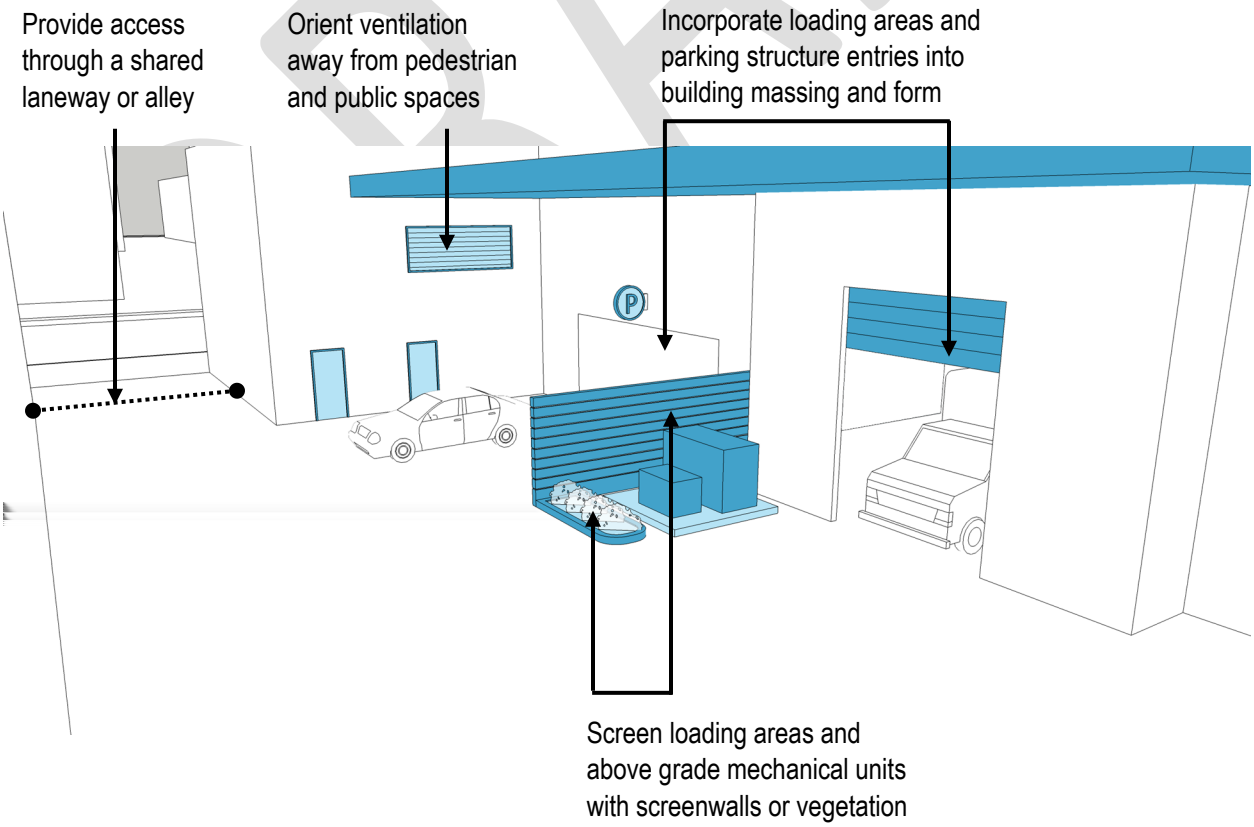
iv. Walkways should be placed to provide pedestrian access from the public sidewalk to the building entry without requiring pedestrians to walk in the driveway or come into conflict with vehicles;

v. Pull-through drives should have one lane that is one-way where they enter from and exit to the street;

vi. Long-term parking is not allowed in passenger and guest loading areas;

vii. If private bus activity is anticipated, provide an off-street passenger loading area for this size of a vehicle. Passenger loading functions may not take place in the public right-of-way; and

viii. Passenger loading functions for hotels, other than guest arrival and departure, are allowed on streets with moderate intensity, such as a C Right-of-Way, via a curb setback loading area. Right-of-Way Classifications can be found in LUC 20.25A.170.B. Provided: the loading area must have a direct relationship to the building entry, and the required streetscape (curb, sidewalk, and planting strip) widths must be maintained between the loading area and building entries, and the Director of Transportation has approved the configuration.



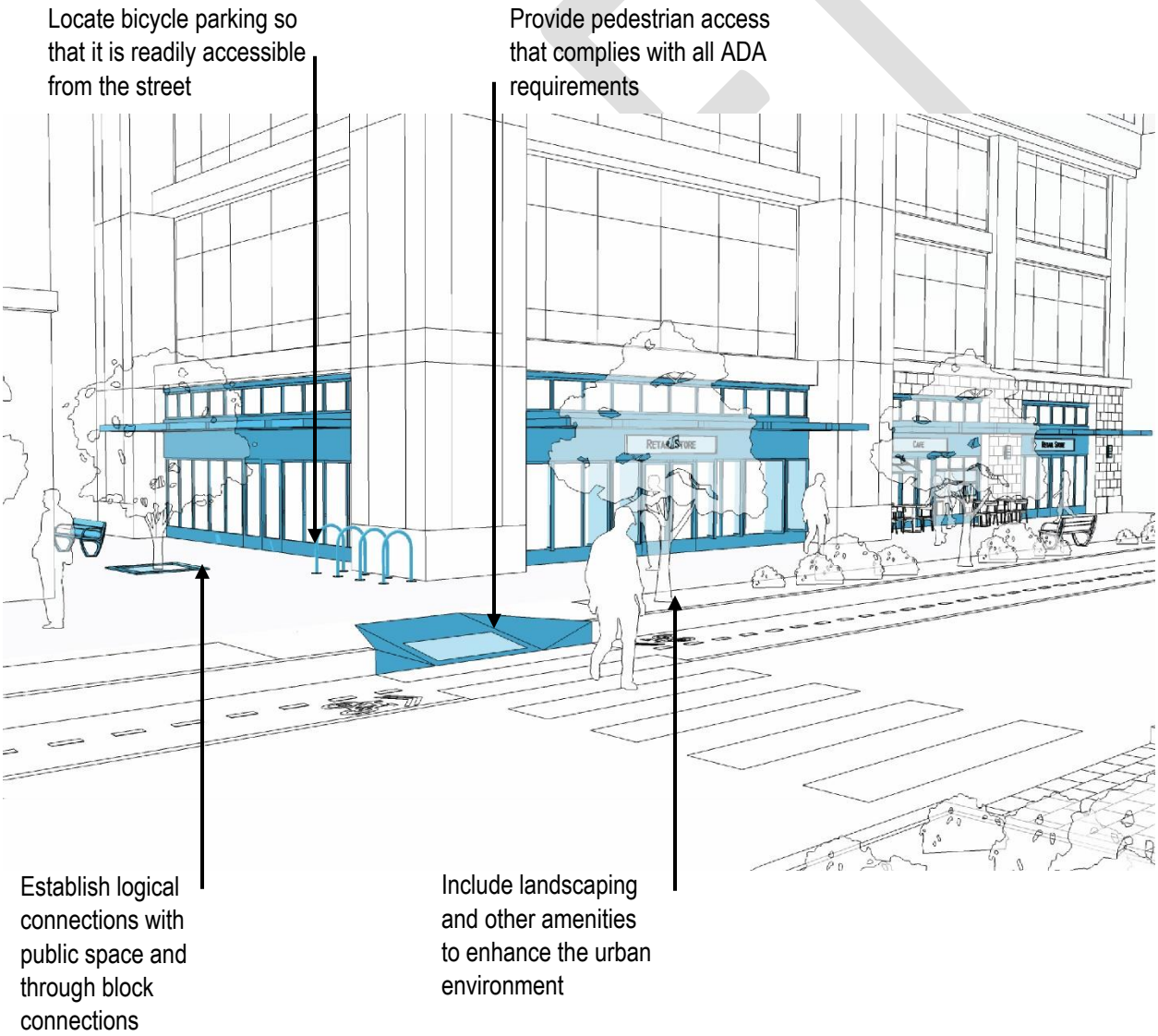
c. Pedestrian and Cycling Connections

i. Include direct, logical, safe, and continuous routes for pedestrians and cyclists;

ii. Provide pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act;

iii. Include landscaping, pedestrian-scale lighting, and other amenities that enhance use of such connections during every season; and

iv. Locate bicycle parking so that it has direct and visible access to the public street, building entrances, transit, and other bicycle infrastructure.



C. Building Entrances

1. Intent. Direct access from the public sidewalk to each building animates the street and encourages pedestrian activity to occur in the public realm rather than inside the building.

2. Guidelines. Ensure that the primary building entrances front onto major public streets, are well-defined, clearly visible, and accessible from the adjacent public sidewalk.

Multiple entrances.

D. Through-Block Pedestrian Connections.

1. Through-Block Pedestrian Connection Map.

Comment [HC80]: MOVED from 20.25A.060 Early Wins and UPDATED

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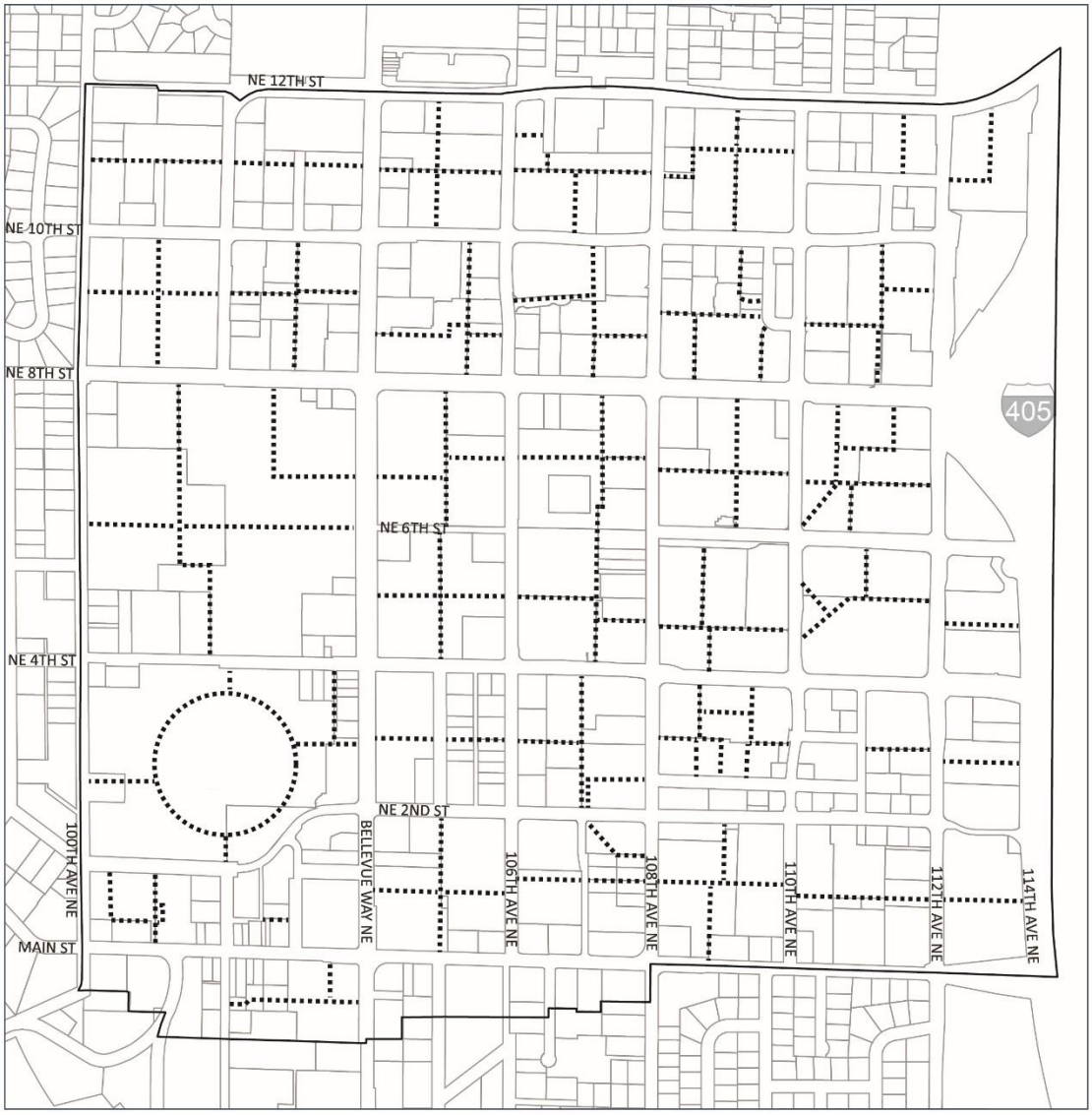
Figure 20.25A.160.D.1



DOWNTOWN THROUGH-BLOCK CONNECTIONS

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N

600 Feet

Through-Block Connections

Parcels

Downtown Boundary

2. Intent. A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown and helps to reduce the scale of the superblocks.

3. Standards.

a. Location. Through-block pedestrian connections are required in each superblock as provided in the map above. A through-block pedestrian connection shall be outdoors, except where it can only be accommodated indoors. The Director may approve a location shift on a through-block pedestrian connection provided that it provides similar pedestrian access as would have been required in the map above.

b. Proportionate Share. If a new development is built adjacent to a required through-block pedestrian connection as provided in the map in LUC 20.25A.160.D.1, the applicant shall construct a proportionate share of the through-block pedestrian connection.

c. Hours. A through-block pedestrian connection shall be open to the public 24 hours a day. Provided, if the through-block pedestrian connection is within a building, its hours shall coincide with the hours during which the building is open to the public.

d. Easement. Through-block connections require an easement for public right of pedestrian use in a form approved by the City,

e. Signage. Directional signage shall identify circulation routes for all users and state that the space is accessible to the public at all times. The signage must be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

4. Guidelines. A through-block pedestrian connection should:

a. Form logical routes from its origin to its destination;

b. Offer diversity in terms of activities and pedestrian amenities;

c. Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block pedestrian connection as a public space;

d. Accentuate and enhance access to the through-block pedestrian connection from the right-of-way by use of multiple points of entry that identify it as a public space;

e. Identify the connection as a public space through clear and visible signage;

f. Provide lighting that is pedestrian-scaled, compatible with the landscape design, and that improves safety;

g. Provide high quality design and durable materials;

h. Provide landscaping to define and animate the space wherever possible;

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i. Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;

j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;

k. Provide access that complies with the Americans with Disabilities Act, additional access may be provided through the building, if necessary to meet this requirement;

l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;

m. Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface must be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;

n. Incorporate decorative lighting and seating areas; and

o. Be visible from surrounding spaces and uses. Provide windows, doorways and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.

E. Open Space

Comment [HC81]: NEW – Incorporated Design Criteria in LUC 20.25A.110, and aligned with BelRed code organization (LUC 20.25D.150). Improves Land Use Code Consistency and Ease of Use.

1. Intent: Open space is an integral part of a livable urban environment because it provides people a place for recreation, gathering, and reflection in a built environment. A vibrant Downtown includes open space that encourage active and passive recreation, spontaneous and planned events, and the preservation of the natural environment.

2. Guidelines.

a. Site and building design should capitalize on significant elements of the natural environment, planned parks, outdoor plazas, and open space. Designs should incorporate open space amenities for residents, employees, and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments;

b. Orient gathering places and walkways toward parks and open spaces. Provide clear and convenient public access to open space amenities;

c. Include elements that engage the natural environment where the sight, sound, and feel of nature can be directly experienced;

d. Locate buildings to take maximum advantage of adjacent open spaces.

e. Create attractive views and focal points;

f. Use publicly accessible open space to provide through-block pedestrian connections where possible;

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g. Include features and programming opportunities to encourage year-round use;

h. Define and animate the edges of publicly accessible open space with well-proportioned building bases, permeable facades, and Active Uses at-grade;

i. Provide access that complies with the Americans with Disabilities Act, additional access may be provided through the building if necessary to meet this requirement;

j. Provide weather protection for pedestrians at key intersections, building entrances, and points of interest;

k. Use artistic elements and water features where possible.

l. Use design elements, such as surface materials, furnishings, landscaping and pedestrian-scale lighting that are high-quality, functional, and environmentally sustainable; and

m. Maximize safety and comfort by including access to sunlight, clear views to and from adjacent streets and buildings, compliance with the Americans with Disabilities Act, and protection from wind and inclement weather; and

n. Design for events where feasible by providing electrical hookups and areas for staging.

o. Open space design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level facade, though such activities may be conducted in an open space when reasonable alternatives are not feasible. When the above-referenced activities must be incorporated into an Open Space Design, operational procedures should require the above-referenced activities to occur after normal business hours.

p. Employ decorative lighting.

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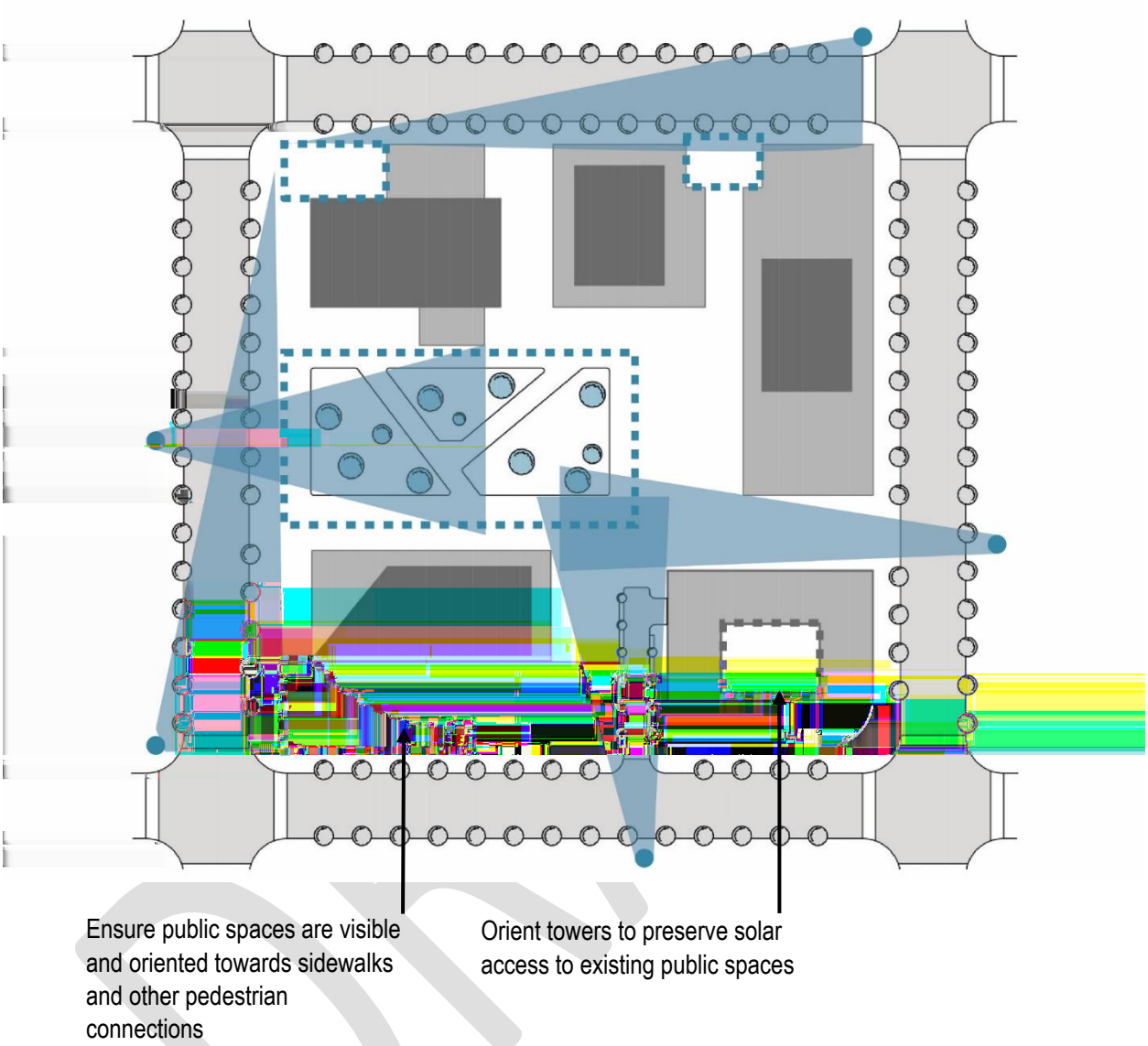
Ensure public spaces are visible and oriented towards sidewalks and other pedestrian connections
Orient towers to preserve solar access to existing public spaces

20.25A.170 Streetscape and Public Realm

A. Streetscapes

1 Define the Pedestrian Environment.

a. Intent. A building should provide a continuous, visually rich pedestrian experience along its ground-floor or second floor street front where active uses are present

b. Guidelines.

i. The most important part of a building to a pedestrian is its ground floor which a person experiences walking past or entering the building. This "pedestrian experience zone" should provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground floor building transparency should foster interaction between the public and private realms;

ii. Provide windows that are transparent at the street level;

iii. Create visual interest on walls by using a variety of forms, colors, and compatible cladding materials;

iv. Facades should provide a provide a varied pedestrian experience by using bays, columns, pilasters, or other articulation at the street level;

v. Weather protection should help to define the upper edge of the pedestrian experience zone. A change in materials and scale will further defined this zone; and

vi. Signs and lighting at the ground level should complement the pedestrian scale; and

vii. Provide building edges that maintain strong visual and physical connections to the sidewalk.

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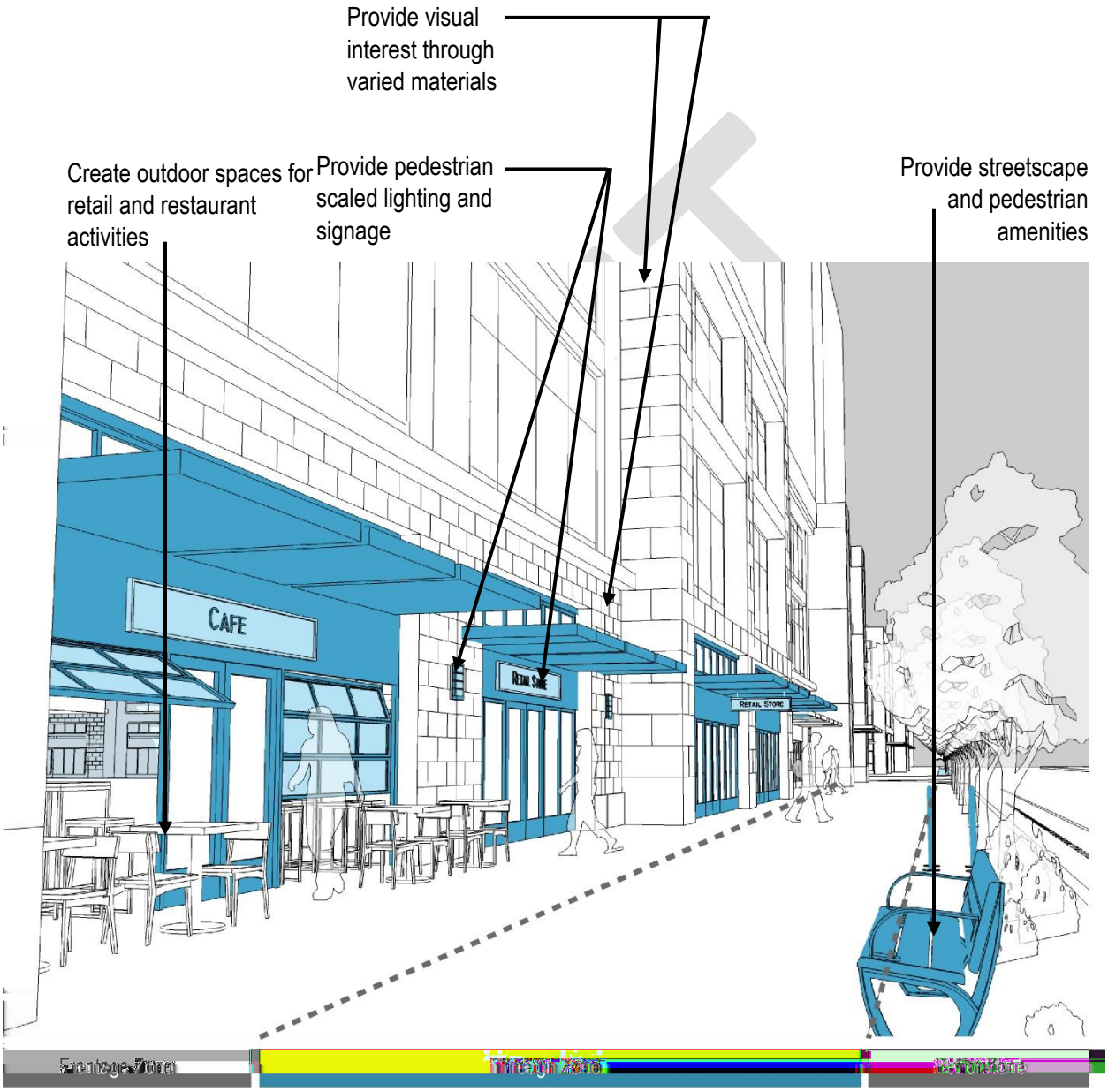

2. Protect Pedestrians from the Elements.

   a. Intent. Provide pedestrians with protection from wind, sun, and rain while allowing light to filter through to the occupants below.

   b. Guidelines.

i. Weather protection along the ground floor of buildings should protect pedestrians from rain and provide shade in summer, but allow some daylight penetration;

ii. The design of weather protection should be an integral component of the building façade;

iii. Weather protection should be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;

iv. Weather protection should assist in providing a sense of enclosure for the pedestrian;

v. Use durable materials for weather protection;

vi. Awning and marquee designs should be coordinated with building design.

vii. The minimum height for awnings or marquees is 8 feet above finished grade, or 8 feet above the upper level walk except as otherwise required in the International Building Code, as adopted and amended by the City of Bellevue.

viii. The maximum height for awnings or marquees is 12 feet above finished grade or 12 feet above the upper level walk;

ix. Pavement below weather protection should be constructed to provide for drainage;

x. Weather protection should have a horizontal rather than a sloping orientation along the building elevation; and

ix. Weather protection should follow the pattern of storefronts.

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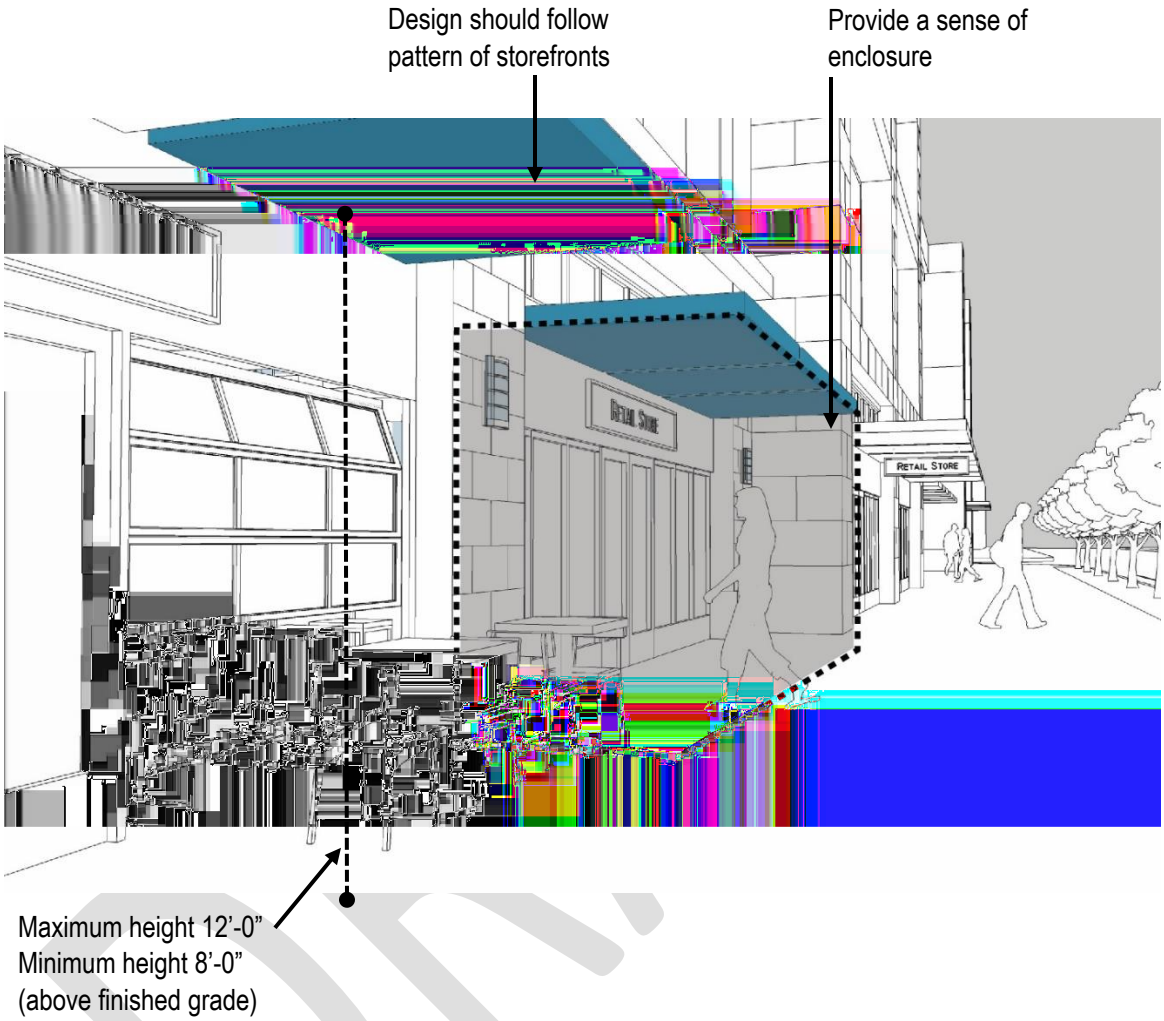


3. Create a Variety of Outdoor Spaces.

   a. Intent. Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.

   b. Guidelines.

      i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, easy to maintain. They may be intimate and quiet or active and boisterous;

      ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;

      iii. Provide courtyards, squares, and plazas to enhance adjacent ground floor uses.

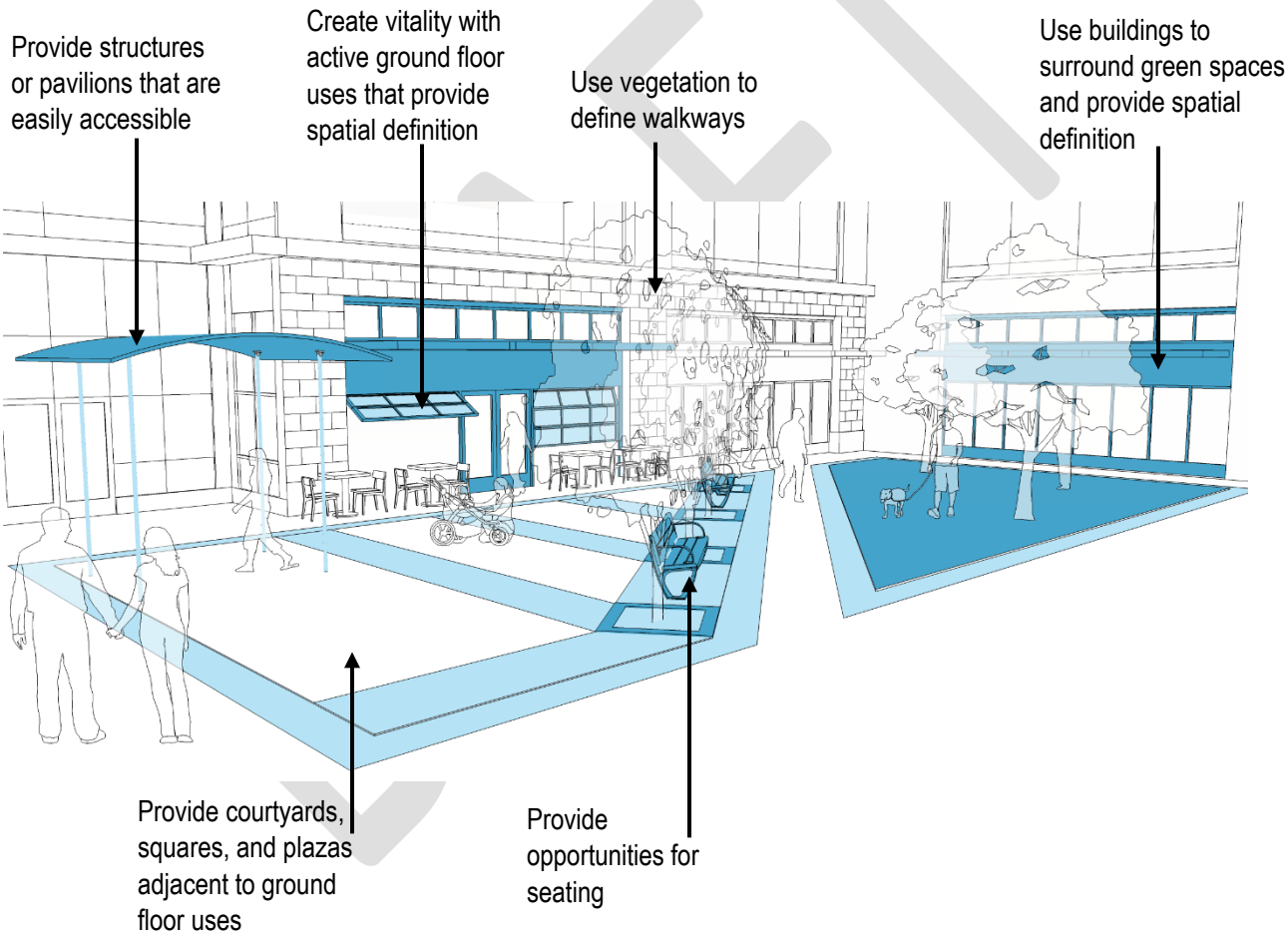
iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;

v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;

vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events.

vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and

viii. Provide pedestrian walkways and courtyards in residential or office development areas.



4. Provide Places for Stopping and Viewing.

a. Intent. People-watching, socializing, and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment. Seating and resting places can add vitality to the urban environment. People will use available seating in open, well-designed areas, not in secluded or highly exposed areas.

b. Guidelines.

i. Use formal benches, moveable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;

ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;

iii. Provide seating adjacent to sidewalks and pedestrian walkways;

iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards; and

v. Create a sense of separation from vehicular traffic.

vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.

5. Integrate Artistic Elements.

a. Intent. Artistic elements should complement the character of a site, building or district as a whole. Art enriches the development by making buildings and open spaces more engaging and memorable. Art is integral to creating a memorable experience for those who live, work, and visit Downtown, especially when the art is integrated into the design of the building or outdoor space. To maximize the opportunities for art on a site, applicants are encouraged to include artists on design teams.

b. Guidelines.

i. Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;

ii. Use art to mark entryways, corners, gateways and view termini;

iii. Integrate art into building elements, including but not limited to: facades, canopies, lighting, etc.;

iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and

v. Use materials and methods that will withstand public use and weathering if sited outdoors.

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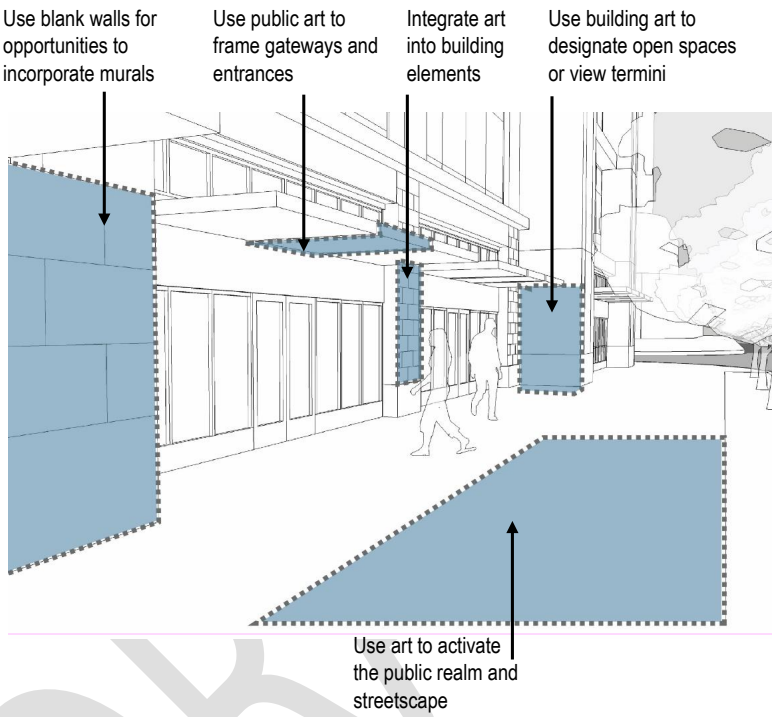

6. Orient Lighting toward Sidewalks and Public Spaces.

a. Intent. Pedestrian-scaled lighting should be used to highlight sidewalks, bike racks and lockers, street trees, and other features, and harmonize with other visual elements in the subarea.

Comment [BT(82]: Added in response to request from Planning Commission.

b. Guidelines.

i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;

ii. Lighting should be compatible among projects within neighborhood districts to accentuate the subareas.

iii. Fixtures should be visually quiet as to not overpower or dominate the streetscape.

iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways and other similar outdoor areas and to create an inviting and safe ambiance;

v. Use lighting to highlight landscape areas.

vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;

vii. Install foot lighting that illuminates walkways and stairs;

viii. Use energy-efficient lighting, such as LED;

ix. Direct bollard lighting downward toward walking surfaces;

x. Provide festive lighting along signature streets on buildings and trees; and

xi. Decorative lighting may be used in open spaces to make the area more welcoming.

7. Orient Hanging and Blade Signs to Pedestrians.

a. Intent. Hanging signs should be oriented to the pedestrian and highly visible from the sidewalk. Hanging signs can contribute significantly to a positive retail and pedestrian environment and reinforce a sense of place. Signs shall comply with the provisions of the Chapter 22.10B, BCC (Sign Code).

b. Guideline.

i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;

ii. Sign lighting should be integrated into the facade of the building;

iii. Signs should be constructed of high-quality materials and finishes;

iv. Signs should be attached to the building in a durable fashion; and

v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Comment [BT(83]: From Bel-Red Code.

B. Right-of-Way Designations

Comment [HC84]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

Introduction: The Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These designations are a representation of the Downtown vision for the future, rather than what currently exists. The designations create a hierarchy of rights-of-way reflecting the intensity of pedestrian activity. The "A" Rights-of-Way are those streets that have the highest amount of pedestrian activity, while the "D" Rights-of Way would have a smaller amount of pedestrian activity. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian.

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Figure 20.25A.170.B

DOWNTOWN BUILDING/SIDEWALK RELATIONSHIP DESIGNATIONS

LEGEND

N

600 Feet

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

1. Pedestrian Corridor / High Streets - A Rights-of-Way

Comment [HC85]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

a. Intent. Rights-of-way designated 'A' should have the highest orientation to pedestrians. This shall be achieved by emphasizing the design relationship between the first level of the structure and the horizontal space between the structure and the curb line. This relationship should emphasize, to the greatest extent possible, both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. In order to achieve the intended level of vitality, design diversity, and people activity on an 'A' right-of-way, Active Uses should be provided for in the design.

b. Standards and Guidelines

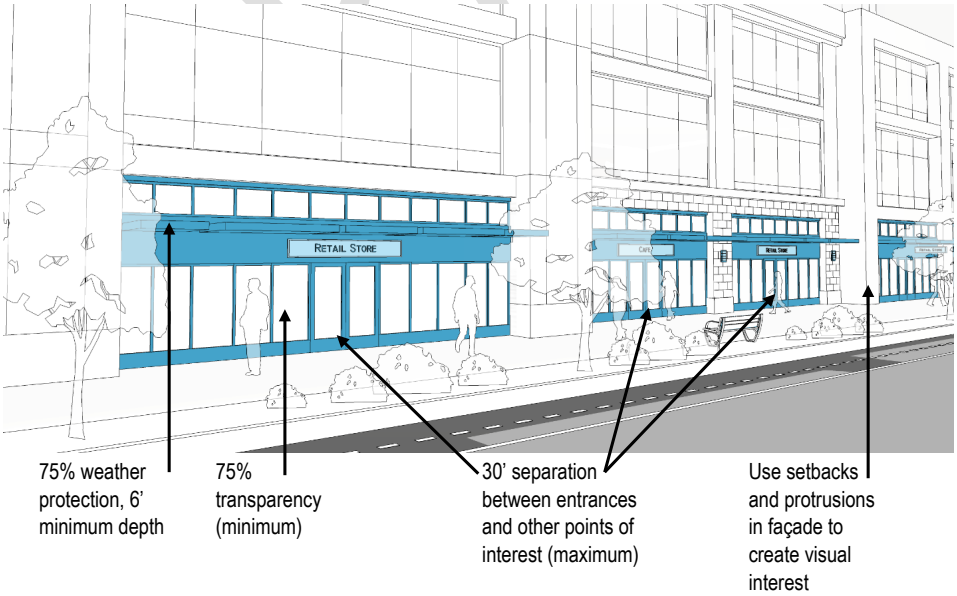
i. Transparency: 75% minimum.

ii. Weather Protection: 75% minimum, 6 feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to LUC 20.25A.170.A.2 for more guidelines on weather protection;

iii. Points of Interest: Every 30 linear feet of the façade, maximum;

iv. Vehicular Parking: No surface parking or vehicle access should be allowed directly between sidewalk and main pedestrian entrance; and

v. 100 % of the street wall within the project limit shall incorporate Active Uses.



2. Commercial Streets - B Rights-of Way

Comment [HC86]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

a. Rights-of-way designated 'B' shall have moderate to heavy orientation to pedestrians. This should be achieved by developing the design so that there is a close relationship between exterior and internal activities with respect to both physical and visual access. Design attention should be given to sidewalk related activities and amenities. 'B' rights-of-way are to provide a diverse and active connection between the Active Use dominated "A" rights-of-way, and the other Downtown rights-of-way.

b. Standards and Guidelines.

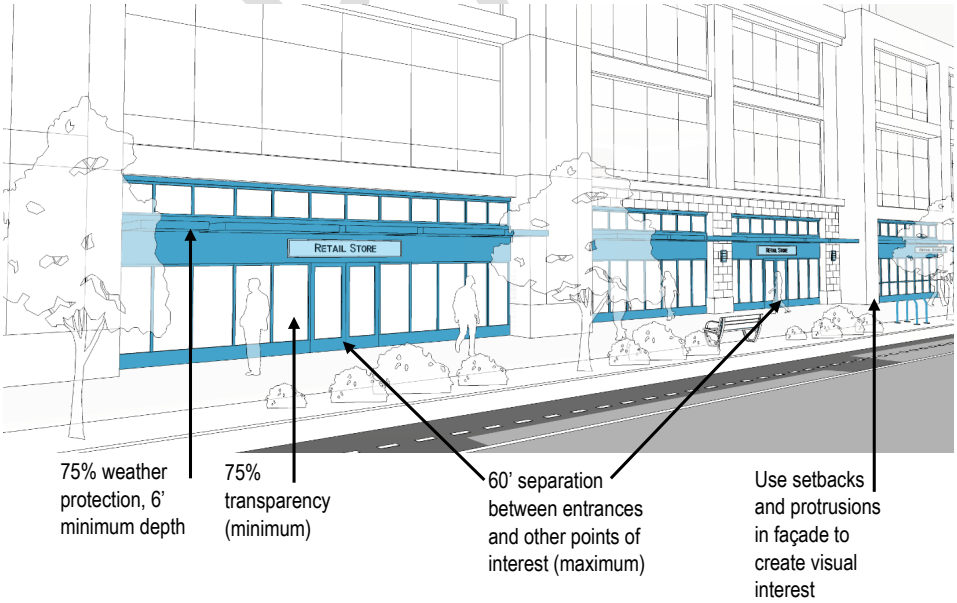
i. Transparency: 75% minimum;

ii. Weather Protection: 75% minimum, 6 feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to LUC 20.25A.170.A.2 for more guidelines on weather protection;

iii. Points of Interest: Every 60 linear feet of the façade, maximum;

iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and

v. 100% of the street wall shall incorporate Active Uses and service uses, at least 50% percent of which shall be Active Uses.



3. Mixed Streets - C Rights-of-Way

Comment [HC87]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

a. Intent. Rights-of-way designated 'C' shall have moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention should be given to sidewalk related activities and amenities. 'C' rights-of-way are to provide a major pedestrian connection between the core area and residential areas surrounding Downtown.

b. Standards and Guidelines.

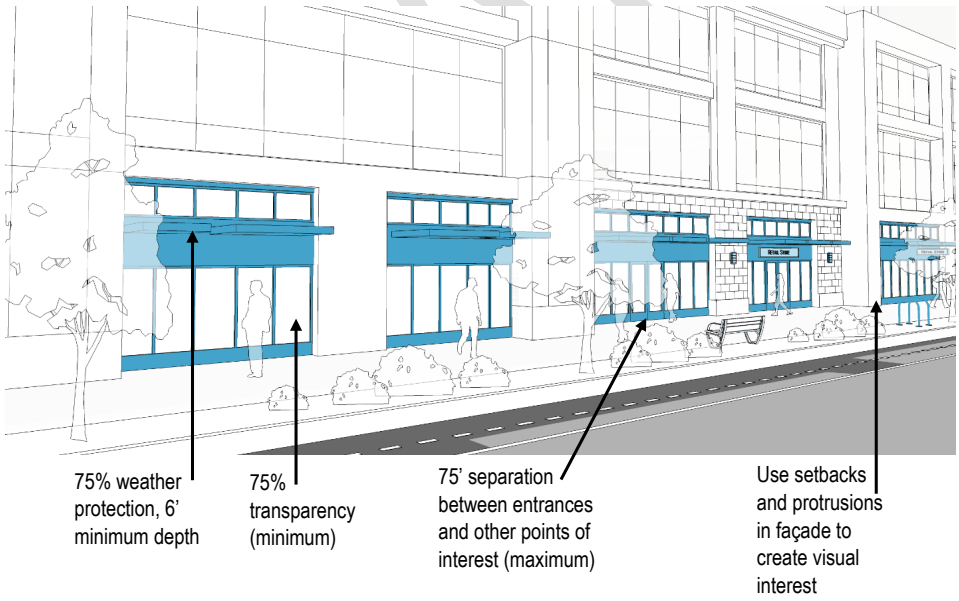
i. Transparency: 75%;

ii. Weather Protection: 75%. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to LUC 20.25A.170.A.2 for more guidelines on weather protection;

iii. Points of Interest: 75 linear feet of façade, maximum; and

iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

v. 50% of street wall shall incorporate Active Uses or service uses.



4. Neighborhood Streets - D Rights-of-Way.

a. Intent. Rights-of-way designated 'D' shall have low to moderate orientation to pedestrians and should complement residential uses. This shall be achieved be designing some relationship between exterior and interior activities with respect to visual access and by incorporating landscape features that soften the urban edge. Design attention should be given to sidewalk related activities and amenities that complement these areas' residential character and moderate the urban environment, while providing attractive visual access for pedestrians and other passersby.

b. Standards and Guidelines.

i. Transparency: Blank walls and inactive uses may occupy no more than 25% of the façade;

ii. Weather Protection: 50%. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation Refer to LUC 20.25A.170.A.2 for more guidelines on weather protection;

iii. Points of Interest: 90 linear feet of façade, maximum; and

iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

Comment [HC88]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

5. Perimeter Streets – E Rights-of-Way.

a. Intent. Rights-of-way designated 'E' may have a lower volume of pedestrians. Such rights-of-way are intended to provide a visual buffer between the Downtown and surrounding residential neighborhoods. Emphasis shall be placed on how the street is viewed from outside the Downtown. These streets should provide a graceful transition to adjacent residential districts.

b. Standards and Guidelines.

i. Transparency: Blank walls and inactive uses may occupy 25% of the façade;

ii. Weather Protection: At entries;

iii. Points of Interest: Every 90 linear feet of façade, maximum; and

iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

Comment [HC89]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

C. Alleys with Addresses

Comment [HC90]: NEW - in response to CAC Recommendations and Updated Comprehensive Plan.

1. Intent. Alleys with Addresses act as active through-block connections and are faced with a mix of Active Uses and residential uses. Alleys with Addresses shall have a high orientation to pedestrians with any vehicular activity being secondary to the pedestrian. This is achieved by emphasizing the relationship between the vertical street wall and the ground plane devoted to through-block access and the public right-of-way. This relationship should emphasize to the greatest extent possible, both

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Blank walls and inactive uses may occupy no more than 25% of the facade

75% weather protection, 6' minimum depth

90' separation between entrances and other points of interest (maximum)

Use setbacks and protrusions in façade to create visual interest

physical and visual access into and from the structure at frequent intervals, as well as the amenities and features of the outside pedestrian space. In order to achieve the intended level of vitality, design diversity, and pedestrian activity on an Alley with an Address, retail restaurant, and other commercial entries shall be provided for in the design. Ground floor live/work units and residential units with stoops can also help to bring life to the paths with multiple entrances and meaningful transparency along the building frontage.

2. Standards

a. At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor / High Streets - 'A' rights-of-way found in paragraph B of this section.

b. Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths.

c. Alleys with Addresses shall be open to the public 24 hours a day and 7 days a week. Signs shall be posted in clear view stating the Alley with an Address is open to the public during these hours.

d. Each tenant space shall have an exterior entrance facing onto the alley and be addressed off the alley.

3. Guidelines

a. Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.

b. The Alley with an Address may be covered in some areas but should not be predominantly enclosed.

c. Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the Alley as a public space. Access through the site should form a clear circulation logic with the street grid.

d. Wayfinding, signage, symbols and lighting should identify the alley as a public space.

e. Design of the ground level and upper level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.

f. Variation should be incorporated into the design by including dimensional and level changes at both the ground plain and building walls.

g. Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.

h. Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.

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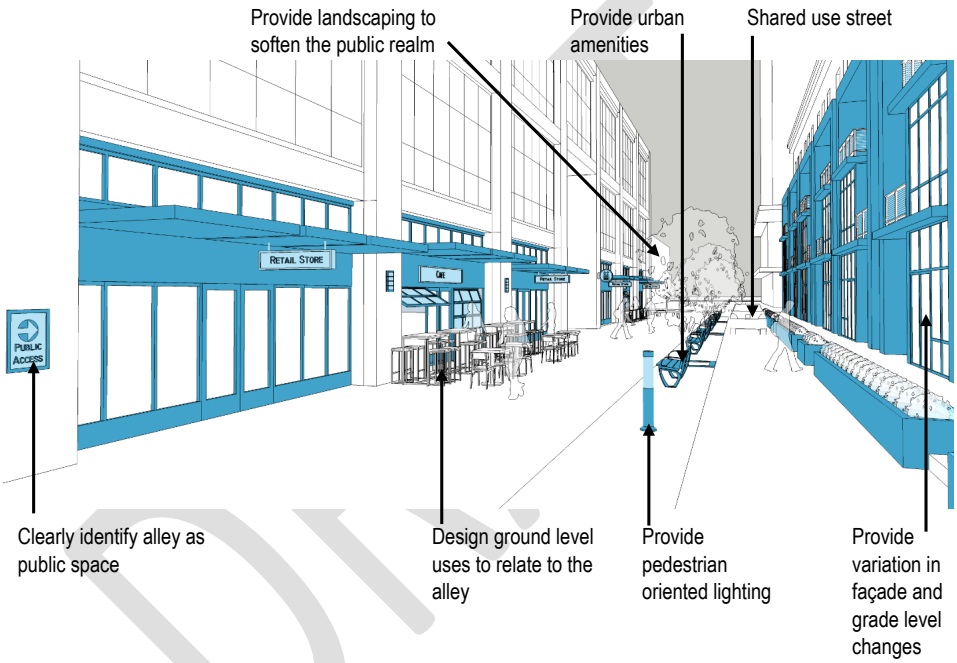
i. Alley design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level facade, though such activities may be conducted in an Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.

j. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.



D. Upper Level Active Uses

1. Intent. Upper level active uses are intended to activate the ground level pedestrian environment. This is accomplished through extensive visual access to the upper level from the exterior, convenient and frequent access from the street or Alley with an Address, clear line of sight from grade and visibility of ongoing activity within the upper level active use. An upper level active use should be designed and managed so as to draw the attention and interest of the pedestrian to the upper level and to increase opportunities for interaction and movement between the ground and upper levels. To achieve the intended level of vitality, design diversity, and human activity at the upper level active use, the following characteristics shall be provided in the design.

2. Standards.

a. Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper level active uses.

Comment [HC91]: MOVED from Design Guideline Building/Sidewalk Relationships IV.E and UPDATED in response to CAC Recommendations and Updated Comprehensive Plan.

Comment [HC92]: MOVED to be consistent with guideline organization in other sections (standards first, followed by guidelines).

b. Each tenant space shall have an exterior entrance.

c. Floor area and building facades directly below upper level active uses shall comply with guidelines i. through v. for Pedestrian Corridor / High Streets - 'A' rights-of-way found in paragraph B of this section.

d. Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.

3. Guidelines.

a. Architectural treatment of the upper level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.

b. Extensive visual access into the upper level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.

c. Lighting and signage should be used to enliven and draw attention to upper level arcade or balcony, or directly through ground level retail for a multilevel single tenant.

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20.25A.180 Building Design (Base, Middle, and Top)

Comment [HC93]: NEW – Incorporated CAC Recommendations, Updated Comprehensive Plan Policy direction and Design Criteria from LUC 20.25A.110, and aligned with BelRed code organization (LUC 20.25D.150). Improves Land Use Code Consistency and Ease of Use.

A. Introduction

A tall building should consist of three carefully integrated parts: a building base, middle, and top.

B. Overall Building Design

1. Encourage High Quality Materials.

   a. Intent. Create a sense of permanence in Downtown through the use of high quality building materials. Quality facade materials can provide a sense of permanence and bring life and warmth to a neighborhood. Facade and building materials must enhance the street environment while complementing the aesthetic quality of adjacent buildings.

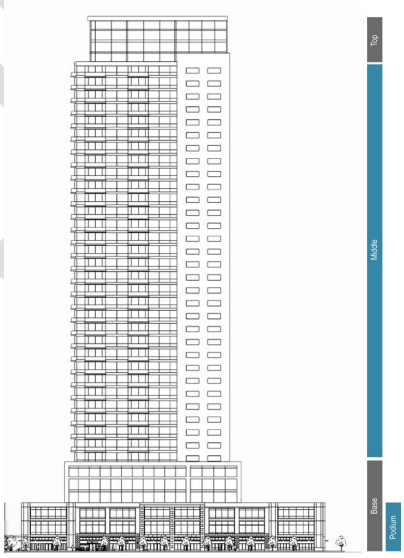
   b. Guidelines.

      i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality and durability;

      ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;

      iii. Use natural high quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and

      iv. Use varied, yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.



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2. Provide Interesting Building Massing.

a. Intent. Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge.

b. Guidelines.

i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;

ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;

iii. Reduce the scale of elevations both horizontally and vertically;

iv. Buildings over three stories should exhibit a vertically articulated tripartite facade division – base, middle, and top through material and scale; and

v. Design should feature vertical articulation of windows, columns, and bays.

C. Connected Floor Plates

1. Intent. The intent of connecting floor plates is to allow a development to gain the benefits of a connected building while having the appearance of two or more separate buildings. The connection or corridor should recede from view as compared to the floor plates.

2. Guidelines.

a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian: and

b. The connection should appear to be distinct from the adjacent masses.

D. Building Base (Podium)

1. Introduction. The role of the building base is to relate tall buildings to the human scale and fit harmoniously within the existing or planned street wall context; define the edges of adjacent streets, parks, and open space in good proportion; and maintain access to sunlight for pedestrians, open and public spaces, and adjacent properties.

2. Articulate the building base with high-quality materials and design elements that fit with the aesthetic quality of neighboring buildings and contribute to the pedestrian scale and experience.

a. Intent. The building façade should provide architectural expression that relates to its surroundings and include materials and elements that can be viewed and appreciated at the speed, scale, and proximity of the pedestrians.

b. Guidelines.

i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

ii. Use high-quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form, such as a tower, to emphasize the significance of the building entry.

3. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

a. Intent. At street level a series of unobstructed views into and out of buildings enriches the urban experience for pedestrians and building occupants. Transparency enhances visual interest, vitality, and increases safety for all.

b. Guidelines.

i. Transparent windows should be provided on facades facing streets, parks, and open spaces;

ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls.

iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.

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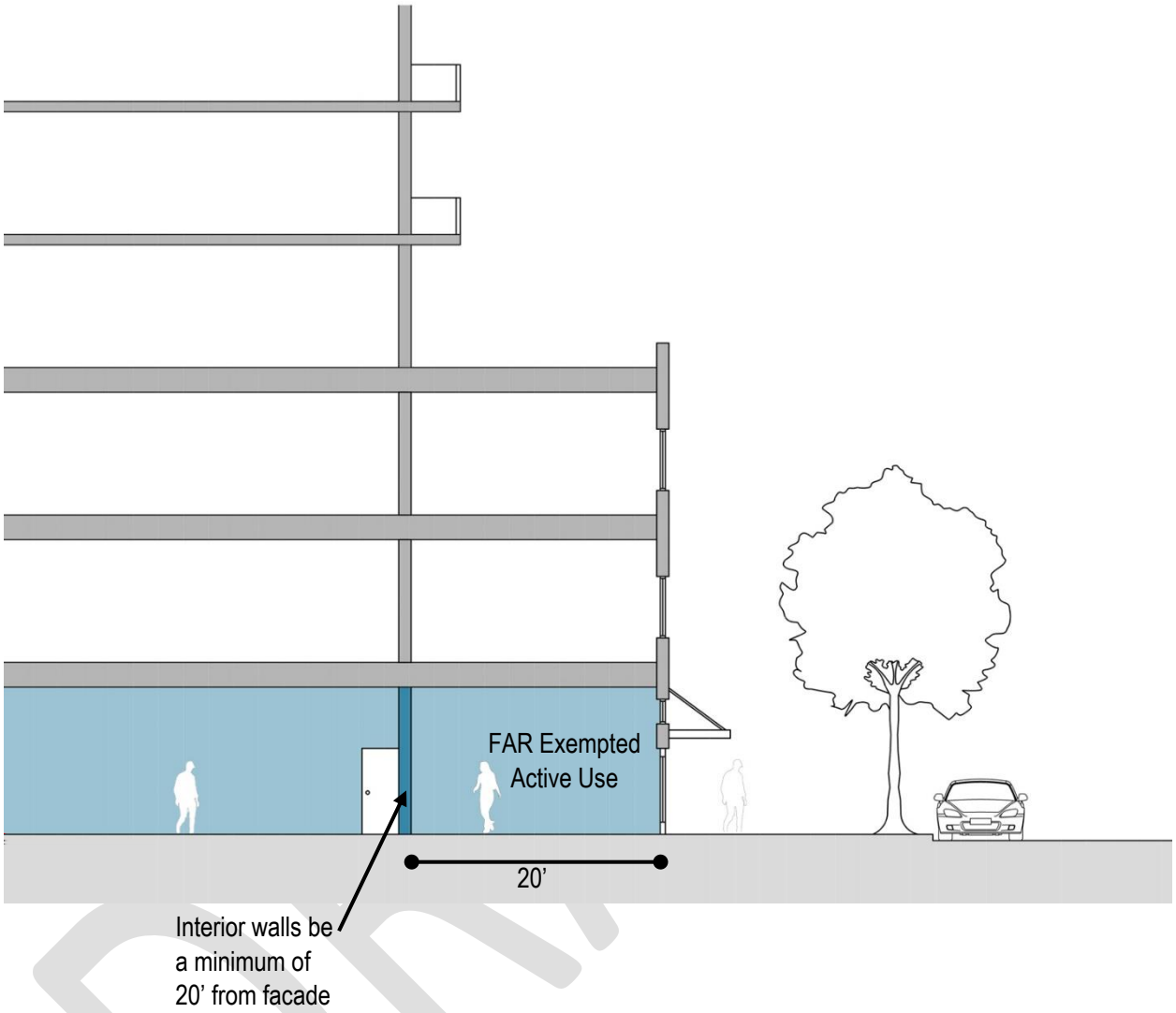


4. Design Inviting Retail and Commercial Entries.

a. Intent. Design retail and commercial entries to create an open atmosphere that draws customers inside, while creating opportunities to engage the public.

b. Guidelines.

i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;

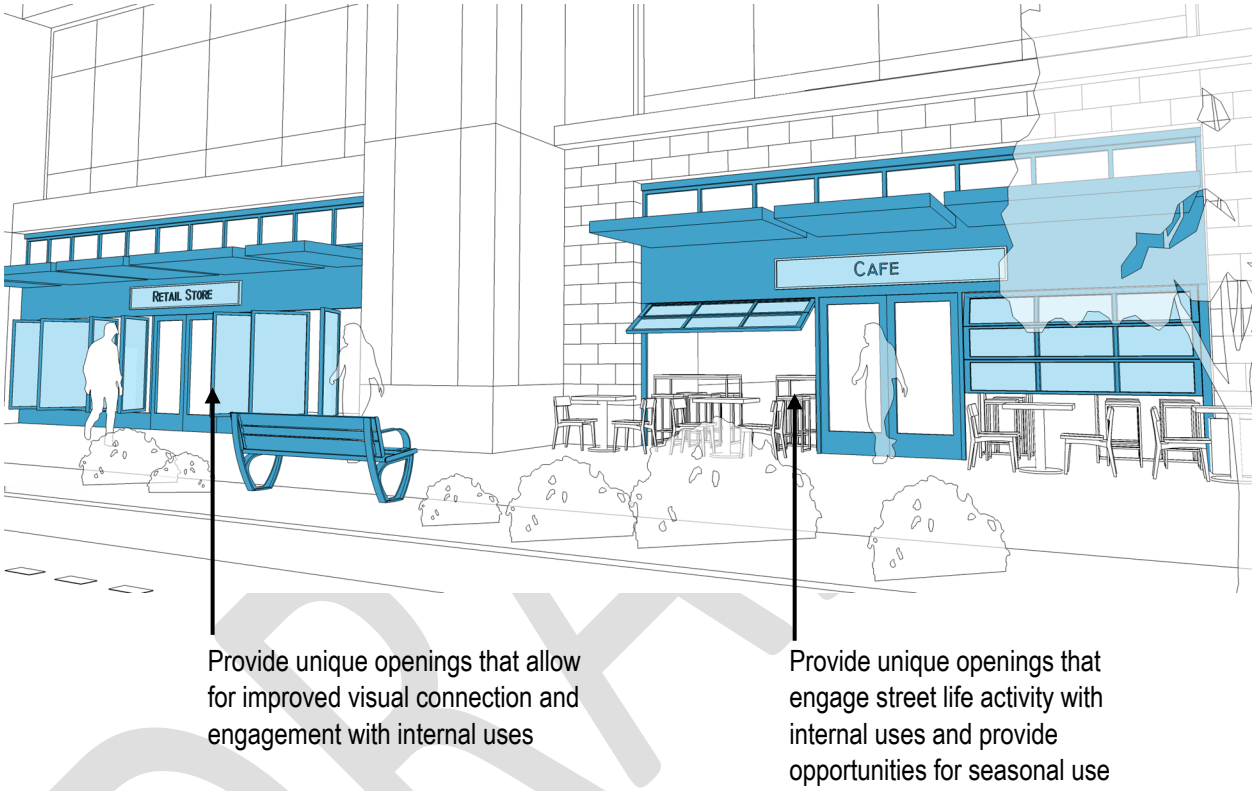
ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;

iii. Building lighting should emphasize entrances;

iv. Provide transom, side lights, or other combinations of transparency to create visual interest;

v. Provide double or multiple door entries; and

vi. Provide a diverse and engaging range of doors, openings and entrances to the street such as pivoting, sliding or roll up overhead entrances.



3. Encourage Retail Corner Entries.

a. Intent. Use corner entries to reinforce intersections as important places for pedestrian interaction and activity.

b. Guidelines.

i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;

ii. Locate primary building entrance at the corner;

iii. Use weather protection, special paving, and lighting, to emphasize corner entry;

iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and

v. Use doors with areas of transparency and adjacent windows.

4. Encourage Inviting Ground Floor Retail and Commercial Windows.

a. Intent. Use transparency to enhance visual interest and to draw people into retail and commercial uses.

b. Guideline.

i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;

ii. Use clear window glazing;

iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;

iv. Install transom windows or other glazing combinations that promote visual interest.

5. Provide Multiple Entrances.

a. Intent. Multiple entrances break up monotonous facades, enhance visual interest, and enrich the pedestrian experience.

b. Guideline. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

6. Build Compatible Parking Structures.

a. Intent. Use design elements to enhance the compatibility of parking garages and integrated structured parking with the urban streetscape.

b. Standards and Guidelines.

i. Where adjacent to the right-of-way or through-block pedestrian connections, a minimum of twenty feet of the first and second floors measured from the façade inward shall be habitable for commercial activity;

ii. Parking garages and integrated structured parking should be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;

iii. On a streetscape, openings should be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor;

iv. Openings should be provided adjacent to interior property lines to avoid blank walls and should be glazed to function as windows;

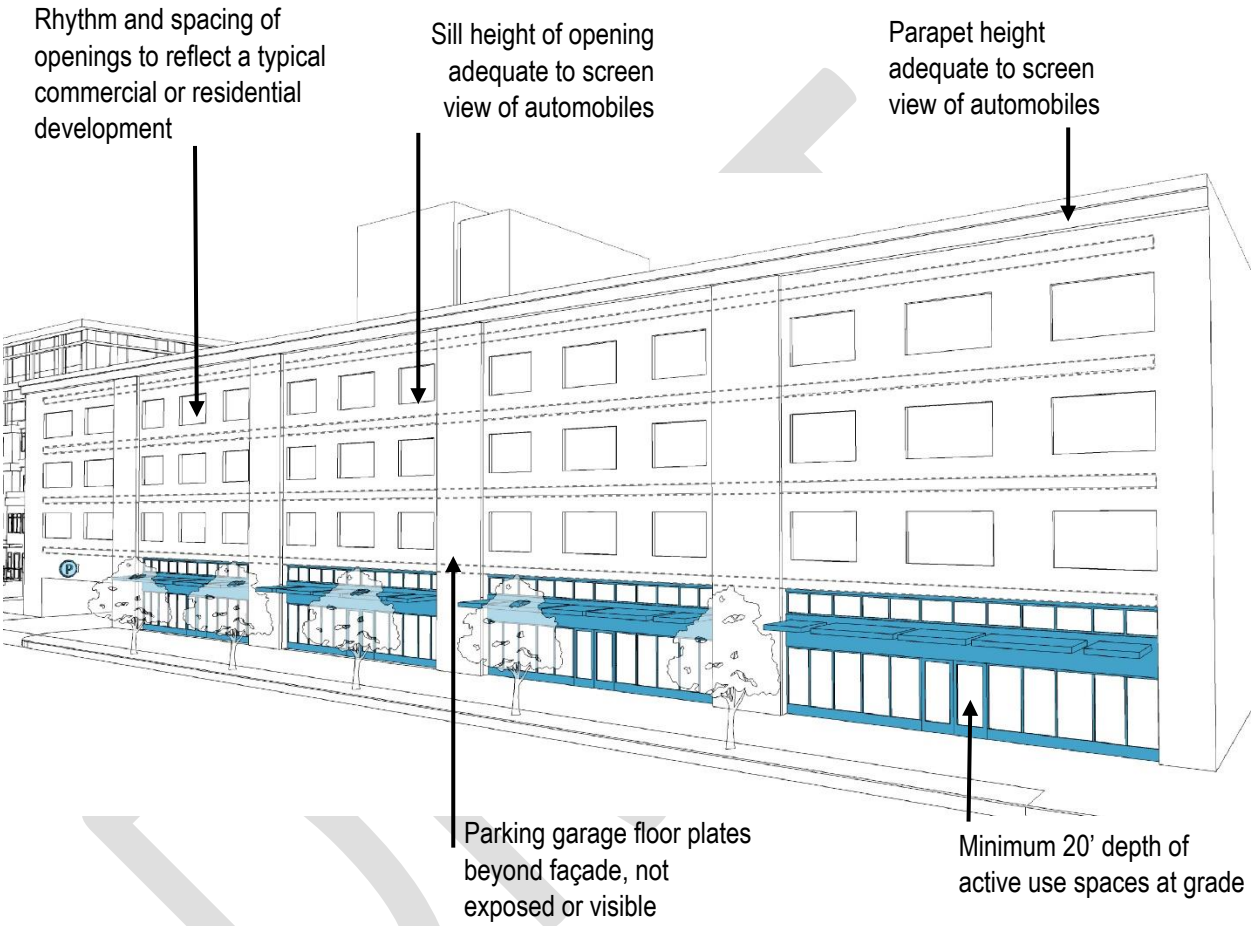
v. Parking garage floors should be horizontal to accommodate adaptive reuse;

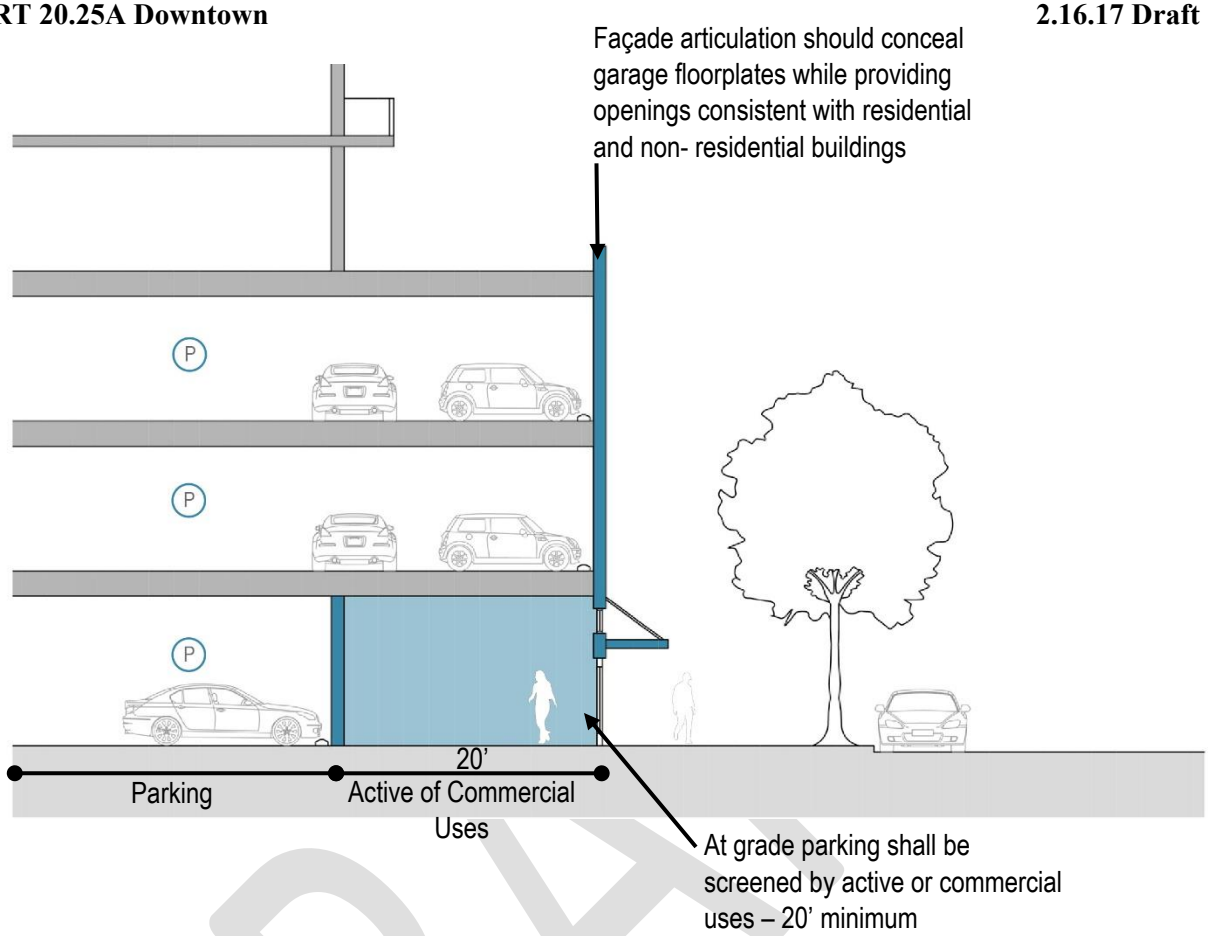
vi. Stairways, elevators, and parking entries and exits should occur at mid-block;

vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;

viii. Design should include vertical expression of building structure that provides continuity with the surrounding development; and

ix. Profiles of parking structure floors should be concealed and not visible to the public through façade treatments and materiality.





7. Integrate Building Lighting.

   a. Intent. Architectural lighting that enhances and helps articulate building design, including illumination of architectural features and entries, points of interest, uplighting and other effects.

   b. Guidelines.

      i. Exterior lighting of buildings should be an integral component of the facade composition. Lighting should be used to create effects of shadow, relief and outline that add visual interest and highlight aspects of the building;

      ii. Lighting should not cast glare into residential units or onto adjacent development or streets;

      iii. Use accent lighting for architectural features;

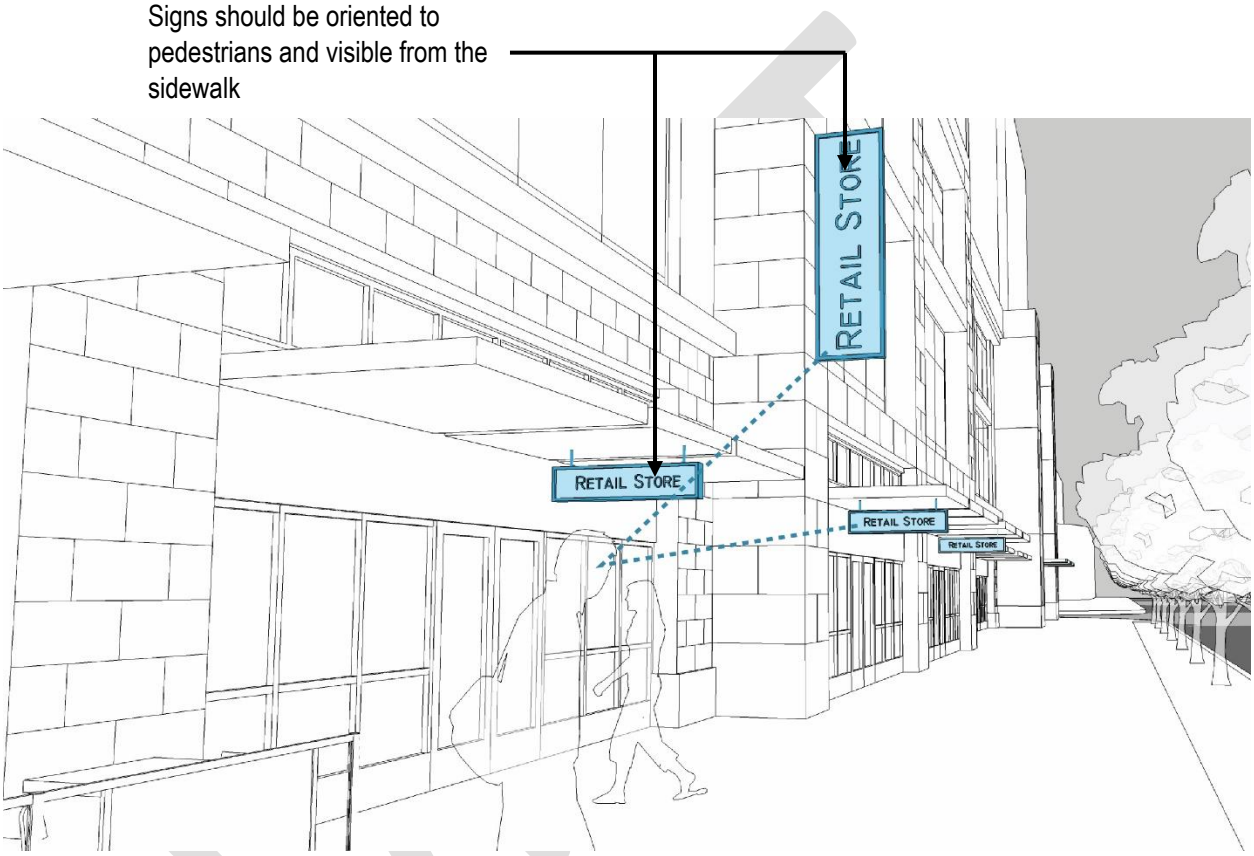
      iv. Provide pedestrian-oriented lighting features;

      v. Integrate lighting within the landscape; and

      vi. Provide dimmable exterior lighting.

8. Signs.

a. Intent. Signs may provide an address, identify a place of business, locate residential buildings or generally offer directions and information. Their function should be architecturally compatible with and contribute to the character of the surrounding area. Signs can contribute significantly to a positive retail and pedestrian environment, improve public safety perceptions, and reinforce a sense of place. All signs shall comply with the Chapter 22.10B, BCC (Sign Code).



E. Middle (Tower)

1. Tower Placement

a. Intent. Tower placement can directly affect those on the ground plane by affecting wind conditions and the scale of the building as compared to the pedestrian. Thoughtful tower placement can minimize these effects.

b. Guidelines.

i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

2. Maximize energy efficiency in tower orientation and articulation.

a. Intent. Tower orientation, articulation and other features should be designed to respond to maximize solar orientation and to reduce mechanical heating and cooling.

b. Guidelines.

i. Orient towers to improve building energy performance, natural ventilation, and daylighting, provided that access to sky view is maintained and adverse wind and shadow impacts are minimized;

ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;

iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and

iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, variation of five stories or more provides a difference in height that can be perceived at street level.

3. Design tower to provide visual interest and articulation.

a. Intent. Tower design should incorporate articulation, design excellence, and sustainable materials.

b. Guidelines.

i. Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and

ii. Articulate tall building towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

4. Design towers to accommodate changing occupancy requirements.

a. Intent. Flexible floor plate and internal layout design features in towers will accommodate changing occupancy requirements.

b. Guideline. Where possible, provide internal flexibility within the tower to accommodate changing floor layouts and uses over time. In residential and mixed-use buildings, the inclusion of "break-out" panels or other relevant construction techniques are encouraged to allow residential units to be converted or combined to meet changing occupancy requirements.

5. Promote Visually Interesting Upper Floor Residential Windows.

a. Intent. Upper floor residential windows should create an open and inviting atmosphere that adds visual interest and enhances the experience of the building both inside and out.

b. Guidelines.

i. The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;

ii. Windows should have multiple lights or divisions;

iii. Windows should be operable; and

iv. Windows should have trim round framed openings and be recessed from the building façade, not flush.

F. Top

1. Create Attractive Building Silhouettes and Rooflines.

a. Intent. Building rooflines should enliven the pedestrian experience and provide visual interest with details that create dynamic and distinct forms.

b. Guidelines.

i. Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;

ii. Include towers or similar vertical architectural expressions of important building functions such as entries;

iii. Vary roof line heights; and

iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.

2. Foster Attractive Rooftops.

a. Intent. Integrate rooftop elements into the building design.

b. Guidelines.

i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;

ii. Provide rooftop terraces, gardens, and open spaces;

iii. Incorporate green roofs that reduce stormwater runoff; and

iv. Consolidate and screen mechanical units.

v. Occupied rooftop amenity areas are encouraged provided that potential noise and light impacts on neighboring developments are minimized.

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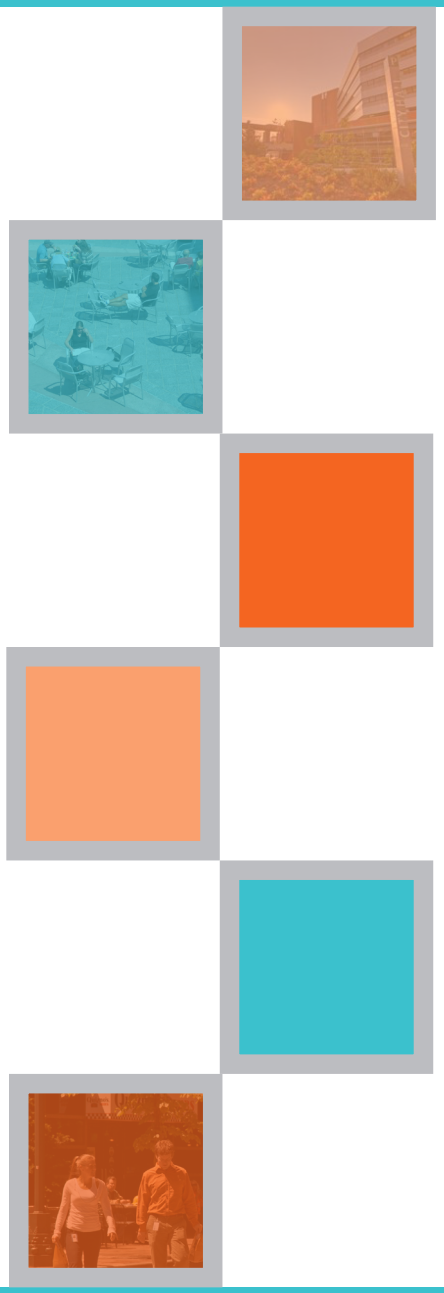
Attachment F

City of Bellevue Downtown Livability Initiative

Economic Analysis of Incentive Zoning

Revised Draft Report | January 18, 2017



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Contents

Introduction **1**

Report Organization 3

Background and Context **4**

What is Incentive Zoning? 4

Development Under the Current System 6

Conceptual Model for a New Incentive System 10

Approach to the Economic Analysis **13**

Analytic Framework 14

Project Prototypes 20

Residual Land Value Analysis 24

RLV Calibration 30

Analysis of Incentive Zoning Restructure Elements **32**

Restructure Elements: What is Changing? 33

Analysis of New Base Zoning Options 37

Analysis of Incentive Capacity **45**

Available Incentive Capacity 47

Estimated Value of Incentive Capacity 51

Appendices

Appendix A: RLV Summaries **A-1**

Appendix B: Prototype Summaries **B-1**

Introduction

The City of Bellevue is engaged in a targeted review of regulations that guide downtown development and land use activity, including examination of opportunities to revise and modernize the current Amenity Incentive System (also referred to as "Incentive Zoning") found in LUC 20.25A.030. Referred to as the Downtown Livability Initiative, this update to the Downtown Land Use Code involves a number of inter-related elements in addition to the incentive system, including updated development standards, design guidelines, and process provisions.

The stated objectives of the Downtown Livability Initiative are to:

- Better 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.

The original Amenity Incentive System was conceived in 1981 when the overall area was upzoned and a new land use code for downtown Bellevue was adopted. This system provided a mechanism to tie higher allowable building heights and floor area ratios (FARs) to the provision of public amenities. The original incentive system included 16 amenities to choose from, which were "calibrated" with development bonuses in an effort to directly relate the expected economic benefit of more building area with the estimated cost of constructing the amenity.

In earlier years, the incentive system was a key land use regulation that had a major impact on development in the downtown area. Currently, each of the downtown zoning districts and overlays has base and maximum heights and FARs that typically vary for residential and nonresidential development based on City policy objectives for parts of downtown. The current incentive system

lists 23 amenities (up from the original 16), each with specific design criteria and bonus rates based on the underlying zoning which are used to calculate the amount of additional floor area earned.

Since the incentive system has only been marginally refined over the years, its design reflects the policy objectives and economic conditions present when the system was adopted 35 years ago. As a result, the system places significant emphasis and priority on residential development, structured or underground parking, public open spaces, and other amenities in exchange for additional height and building area. As the Bellevue economy has evolved, so too have development norms and land use patterns. Today, market forces dictate that new development include many of the amenities listed in the Amenity Incentive System.

As noted in the Downtown Livability Citizen Advisory Committee's (CAC) Final Report, the Amenity Incentive System no longer is grounded in current market economics and has not been modified to fit downtown's evolving state. The CAC concluded that the system should be updated to focus on factors that will make downtown more livable, and that the update should ensure the system is feasible and acts as a real incentive.

Economic and market conditions in downtown Bellevue have changed significantly since the incentive system was originally adopted. The City faces the challenge of restructuring the system so that it both meets the City's development and livability goals while minimizing potential negative impacts on the development economics in downtown Bellevue.

Accomplishing this will require rebalancing the bonus system such that the net impact of the new regulatory model does not substantially change the underlying value of land. Adding and taking away bonusable amenity options or changing the value of existing amenities must be done carefully and through a deliberate value-for-value exchange.

The purpose of this report is to describe the general approach and key assumptions used in the Economic Analysis to support the proposed restructuring and modernization of the City's Incentive Zoning program.

Report Organization

The balance of this report is organized into the following main sections:

- Background and context
- Approach to the Economic Analysis
- Analysis of the Restructure Elements
- Analysis of Incentive Capacity

Background and Context

What is Incentive Zoning?

Incentive zoning is a simple concept for valuation of land based on the intensity of uses permitted. In general, the higher the intensity allowed, the higher the value of the land itself, and, assuming development to the maximum, the greater the value of any building developed on it. Incentive zoning is a voluntary program that offers property owners the option of obtaining increased density and often increased height over existing limits through the provision of amenities.

This intensity bonus is the "incentive." To obtain the bonus, developers must provide stipulated types of improvements or other public benefits as defined by a jurisdiction's program. Incentive zoning is an inducement (rather than a mandate). For incentive zoning to work, there must be real benefits to the developer to go beyond the base zoning (also referred to "as-of-right") to the higher density and height limits allowed through the incentive system.

In well-designed incentive systems, there is an expectation that demand exceeds the base zoning, since using the incentive system is a choice. The value of the incentive should seek to induce, rather than discourage, participation. In addition, local jurisdictions generally target and structure the amenities and public benefits to be delivered through incentive zoning based on the broader policy goals that are being served.

While most incentive zoning programs allow additional floor area and height beyond the base development capacity by providing public benefits, programs may also allow other departures from the base zoning in addition to, or instead of, additional floor area and height. The value of the incentive has to outweigh the cost of providing the public benefits. The broad range of incentives used by other cities is described below.

Increased Density or Floor Area Ratio (FAR). As discussed, most programs allow additional floor area beyond the base density up to a maximum by providing public benefits according to specified

conditions. Most incentives are typically enacted through a "floor area ratio", such as additional bonus floor area per square foot of public open space provided on site.

Increased Height. Increased height has been used by some jurisdictions both in tandem and independent of density/FAR. When used in tandem with FAR, it is necessary for height to be able to accommodate the maximum FAR so that height does not become a limiting factor. When height is offered independent of FAR, the key issue is how different types of development value the additional height, particularly as buildings move up code/construction type and/or cost breakpoints (i.e. wood to concrete/steel construction).

Fee Reductions and Exemptions. Development application, permit, and impact fees can add substantially to the cost of development. Waiver, reduction or deferral of fees in exchange for a public benefit or amenity can provide a significant cost reduction to the project. While outright exemption of fees will provide the greatest benefit to a developer, the fee income is usually needed to pay for the particular service, function, or infrastructure for which they are levied.

Modification of Zoning and Development Standards. Incentive zoning could offer developers many other concessions and incentives through the zoning code. These typically include reductions of parking standards or modifications in architectural design requirements that exceed minimum building standards. These items can contribute greatly to the reduction in development costs.

Financial Incentives. The local jurisdiction could provide for some form of financial incentive. In Washington, the most applicable form of direct financial assistance would be the multifamily property tax exemption. This incentive would only apply to projects with housing, and the amount of assistance would help offset the cost of providing affordable units.

This report focuses exclusively on the density and height provisions that are the fundamental incentives in Bellevue's existing Amenity Incentive Program.

Development Under the Current System

The table to the right presents a summary of 31 downtown Bellevue projects. While not a complete inventory, it highlights how the current incentive system has been used over this period.

- These projects represented 11.6 million square feet (SF) of development located on 2.7 million SF of land (62.9 acres) at an average built FAR of 4.2 across all downtown zones. Of this development:
  - 7.8 million SF (68%) was permitted under base zoning, at an average FAR of 2.9
  - 3.7 million SF (32%) was earned by projects using the incentive system, which contributed an average FAR increase of 1.4
  - All 31 projects made use of the incentive system
- While the incentive system generated 3.7 million SF of built space, projects actually earned 21.5 million SF of capacity.
  - 17.6 million SF (83%) of this earned capacity did not materialize in built projects.

These excess amenity points represent the difference between the total earned incentive credits and the maximum that could be used on the project. This is perhaps the best illustration of how downtown Bellevue's market and economic conditions have surpassed the basic functionality of the current incentive system.

Summary of Historic Downtown Bellevue Development

(Note: This chart was revised on February 8 to add a missing line item for the "Plaza" amenity. The amenities Non-Profit Space, Child Care, Food Retail, Public Restrooms, Performing Arts Space and Donation of Park Land do not show up on this list because they did not receive a bonus as part of the projects inventoried.)

	Project Limit	SF Earned	Pct of Total	FAR Earned
GRAND TOTAL - Built Capacity	**2,739,294**	**11,556,542**	**100%**	**4.2**
Incentive Capacity -- used	2,739,294	3,708,483	32%	1.4
Basic Zoning	2,739,294	7,848,059	68%	2.9

Amenity	Project Limit	SF Earned	Pct of Total	FAR Earned
Ped-Oriented Frontage	2,091,665	1,629,258	7%	0.8
Arcade	598,844	194,552	1%	0.3
Landscape Feature	945,904	80,744	0%	0.1
Marquee	1,696,586	75,414	0%	0.0
Sculpture	216,385	17,142	0%	0.1
Water Feature	185,720	15,914	0%	0.1
Awning	391,467	3,076	0%	0.0
Subtotal - Basic	**2,739,294**	**2,016,100**	**9%**	**0.7**
Residential Use	1,493,792	10,940,776	50%	7.3
Underground Parking	2,446,569	6,063,640	28%	2.5
Above-Ground Structured Parking (Residential)	550,887	891,572	4%	1.6
Plaza	1,579,411	314,066	1%	0.2
Enclosed Plaza	472,439	76,474	0%	0.2
Landsacpe Area	1,116,385	85,479	0%	0.1
Residential Entry Courtyard	176,432	12,000	0%	0.1
Pedestrian Corrridor/MPOS	731,649	1,281,421	6%	1.8
Active Recreation Area	278,301	91,817	0%	0.3
Public Meeting Room	56,576	6,630	0%	0.1
Subtotal - Bonus	**2,091,665**	**19,763,875**	**91%**	**9.4**
Amenity Points -- Earned	**2,739,294**	**21,779,975**	**100%**	**8.0**
Excess Amenity Points - Earned	2,484,857	17,757,426	82%	7.1
Amenity Points -- Used	**2,739,294**	**4,022,549**	**18%**	**1.5**

When almost all downtown projects make use of the incentive system and almost 80% of the earned incentive space is unusable, the system has turned into an administrative exercise which requires applicants to catalogue qualifying project features, and no longer meaningfully directs investments toward currently relevant public amenities.

Since the first comprehensive plan for downtown Bellevue was adopted in 1979, the area has been envisioned as a dense, mixed-use center with a range of complementary land uses. As mentioned earlier, when the current incentive system was introduced in 1981 there was a significant imbalance in demand for residential and nonresidential uses. To address this market issue, residential uses were given a number of advantages in both base development provisions and the incentive system. Over time, comparable shares of residential and nonresidential development have emerged. Of the 11.6 million SF of development:

- 5.5 million SF (47%) was principally nonresidential in use;
- 4.5 million SF (39%) was principally residential in use; and
- 1.6 million SF (14%) was in projects with a significant mix of residential and nonresidential uses.

Costs and land values have changed significantly since the original incentive zoning economic analysis, completed in 1980. The original estimates of incentive capacity value were based on unit costs for all of the reviewed amenity options and the relative market value of land across the downtown land use zones.

The table below summarizes key cost and value metrics for 1980 and 2016. The cost of construction has increased between 3.0% to 4.9% per year, with the lower end of the range representing the overall rate of change in consumer prices. On the land value side, the increases are much higher, ranging from 8.5% to 9.8% per year depending on the zoning district.

The much higher rate of growth in land values suggests two things, beyond the overall trend nationwide of increased demand for urban development:

(1) Rents downtown have grown faster than construction costs; and
(2) Since the exchange rate used in the original incentive system was not adjusted for inflation, the system's relative "purchasing power" for development rights grew significantly and is contributing to today's higher land values.

Summary of Historic Downtown Bellevue Development

Changes in Costs & Values	1980	2016	Overall Pct Chg	Annual Pct Chg
Cost of Construction				
Cost indices:				
RS Means National Construction Cost Index	30.4	100.0	229%	3.4%
Seattle Metropolitan Area CPI	82.4	238.0	189%	3.0%
Assumed per SF costs used in IZ analysis:				
Underground parking ($/sf)	$38	$162	322%	4.1%
Shell bldg space ($/sf, based on mid-rise)	$54	$300	456%	4.9%
Land Values in Downtown Bellevue				
Assumed per SF values used in IZ analysis:				
DT-O-1	$17	$480	2809%	9.8%
DT-O-2	$16	$433	2690%	9.7%
DT-MU	$15	$390	2590%	9.6%
DT-OB	$14	$375	2678%	9.7%
DT-OLB	$10	$188	1775%	8.5%

Economic Considerations of Height and Bulk Restrictions

Height and bulk restrictions influence the size and form of a building, which in turn influence the economic value of a project. Building height, lot coverage, floor plate size, and FAR are all inter-related. Limitations or changes to any one of these elements have the potential to change the overall value of the project.

To maintain overall project value, if one element is restricted, another needs to compensate. For example, if floor plate size is limited, a developer may want to build higher to recover the rentable area that was lost due to smaller floor plate size. However, there may be a cost differential of adding square feet by building taller versus building larger floor plates. As a result, a developer has to assess the tradeoffs of increased potential revenue (such as more rentable area and/or potential for higher rents due to better views) with the additional costs (of building higher) to determine if a project is still economically feasible. In particular:

- Additional height allows for additional floors increasing the amount of rentable area, thus increasing a project's revenue potential.
- Additional height may also allow for taller floor-to-ceiling heights with the same number of stories. Taller ceiling heights are attractive for many tenants, which may result in higher rents or lower vacancy, thus increasing marginal revenues of the project.
- Due to construction type and building code requirements, certain height thresholds result in higher costs per square foot:
    - Changing from wood frame to concrete or steel frame construction significantly increases the cost per square foot of a building.
    - Building and fire code requirements for high-rise buildings versus mid-rise buildings also result in higher costs per square foot.

The desirability of floor plate sizes varies by the target market. Ultimately, there are no hard and fast rules.

Conceptual Model for a New Incentive System

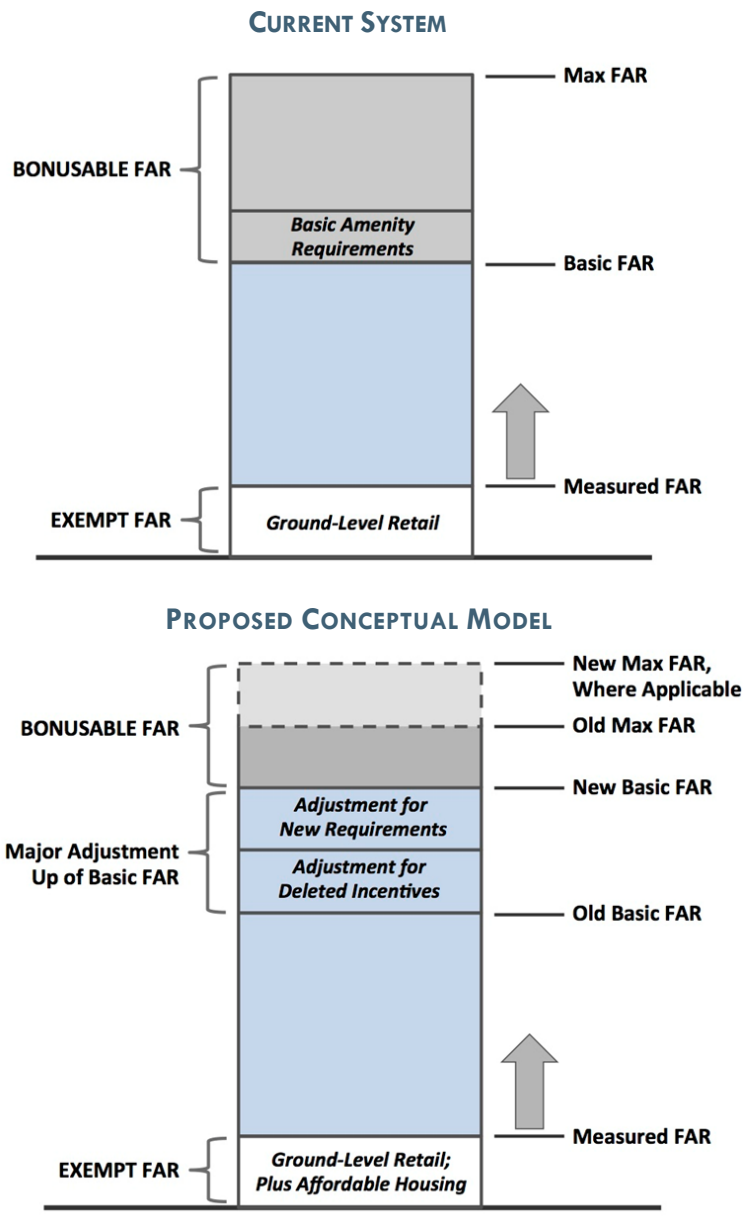
As noted in the Downtown Livability CAC's Final Report, the Amenity Incentive System has been a key tool for achieving the downtown vision. The system allows for buildings to earn "bonus" intensity (FAR) and height in return for providing public amenities.

However, the system is no longer grounded in current market economics and has not been modified for downtown's evolving state. The CAC concluded that the system should be updated to focus on factors that will make downtown more livable, and that the update should ensure the system is feasible and acts as a real incentive.

The conceptual model reviewed by the Bellevue Planning Commission and City Council in June 2016 is presented in the stacked bar charts to the right. It includes two major elements that would restructure the system to align with current market conditions and policy objectives:

1. The new system would include certain new requirements under base zoning. Under the existing system, "basic" amenities are both required and produce bonusable FAR. Under the proposed change, they would no longer be eligible for bonus FAR.
2. The other major change to the system would remove some of the current options on the amenity list. Providing these project features would no longer qualify for incentive zoning. Of particular interest, structured above-grade and below-grade parking and building residential uses (both of which are now market-driven in downtown Bellevue) would no longer count toward incentive zoning.

Both of these changes will need to be mitigated by making appropriate changes to the Base FAR.



Summary of Proposed Zoning Changes with Likely Economic Implications

The Bellevue Planning Commission has developed a set of recommended Downtown Land Use Code changes, including changes to maximum FAR and/or maximum building height. The Commission's FAR and height recommendations are shown below for a range of downtown land use districts.

This study of the incentive zoning system includes proforma analysis for nonresidential and residential development types for 7 different land use districts and applicable perimeter overlay combinations. As shown in the table below, the proformas were selected to cover the majority of downtown, from the dense core area to the edges where perimeter overlays apply. The focus of the proforma analysis is on determining new basic FARs, as well as associated exchange rates for the incentive system discussed later in this report. The findings from this analysis will also be used to determine recommended new basic FARs for the small portion of land use districts/perimeter overlays not covered specifically in the proformas.

Proformas Developments – Current Planning Commission Proposals for Height and Form

Proforma Developments		Floor Area Ratio							Building Height			
Downtown Land Use District	Building Type	Current Basic FAR	Current Max FAR	Bonusable FAR (Max-Basic)	Basic Amenity Req. (in FAR)	New Basic FAR	New Max FAR (Proposed)	New Bonusable FAR (Max-Basic)	Current Basic Height	Current Max Height & Max Height with "15'/15% rule" as applicable	New Max Height Including "15'/15% rule" as applicable (Proposed)	Building Height Trigger for Additional Code Requirements
DT-O-1	Nonresidential	5.0	8.0	3.0	1.0	TBD	8.0	TBD	200'	345'/450'	600'	345'
	Residential	5.0	Unlimited; effectively ~10.0	~5.0	1.0	TBD	10.0	TBD	200'	450'	600'	450'
DT-O-2 North of NE 8th Street	Nonresidential	4.0	6.0	2.0	0.8	TBD	6.0	TBD	150'	250'/288'	460'	288'
	Residential	4.0	6.0	2.0	0.8	TBD	6.0	TBD	150'	250'/288'	460'	288'
DT-MU	Nonresidential	0.5	3.0	2.5	0.1	TBD	5.0	TBD	60'	100'/115'	230'	115'
	Residential	2.0	5.0	3.0	0.1	TBD	5.0	TBD	150'	200'/230'	288"	230'
DT-MU with Perimeter Overlay A-1	Nonresidential	0.5	1.0	0.5	0.1	TBD	1.0	TBD	30'	40'	40'	N/A
	Residential	2.0	3.5	1.5	0.1	TBD	3.5	TBD	30'	55'	55'	N/A
DT-OB with Perimeter Overlay B-1	Nonresidential	0.5	1.0	0.5	0.1	TBD	1.0	TBD	30'	65'/72'	72'	N/A
	Residential	2.0	5.0	3.0	0.1	TBD	5.0	TBD	45'	90'/99'	99'	N/A
DT-OB with Perimeter Overlay A-2	Nonresidential	0.5	1.0	0.5	0.1	TBD	1.0	TBD	30'	40'	40'	N/A
	Residential	2.0	3.5	1.5	0.1	TBD	3.5	TBD	30'	55'	70'	55'
DT-OLB Central (between NE 4th and NE 8th)	Nonresidential	0.5	3.0	2.5	0.1	TBD	6.0	TBD	75'	75'/90'	403'	90'
	Residential	2.0	3.0	1.0	0.1	TBD	6.0	TBD	75'	90'/105'	403'	105'
DT-OLB South (between Main St and NE 4th)	Nonresidential	0.5	3.0	2.5	0.1	TBD	5.0	TBD	75'	75'/90'	230'	90'
	Residential	2.0	3.0	1.0	0.1	TBD	5.0	TBD	75'	90'/105'	230'	105'

Approach to the Economic Analysis

While the premise of incentive zoning is clear, the underlying economics are subject to a range of dynamic factors. To date, there has not been a great deal of directly applicable empirical research on the impacts of incentive programs. However, it is worth pausing to consider the development economics that are at the heart of the program's technical structure.

Bonuses for density, and sometimes building height, are the incentives (or cost offsets) used to induce development with incentive zoning. The bonus (or incentive) lowers the average unit development cost of the project by allowing developers to spread a static land cost over a larger project and, in the right circumstances, might allow the developer to earn additional profit on the larger project. However, it is also necessary to consider the marginal cost/revenue proposition of going bigger/taller in a project – especially if that larger project necessitates a change in the type of construction (i.e. wood frame to concrete/steel).

Theoretically, the greater the additional (incentive) capacity allowed under the program, the greater the offsetting profit for the developer. **The challenge that all incentive programs face is to determine where the offsetting profit of additional project size generated by the program is less than, equal to, or greater than a situation where there is no density bonus under the base zoning**. In other words, the incentive for additional density must actually be an incentive.

When the extra profits are less under the incentive zoning than under the base zoning, the program works as a tax on the additional density. The expected outcome of such a situation in a voluntary system would be a decline in the participation rate among eligible projects – particularly the marginal development project (e.g. the project that could use the additional density, but the cost imposition reduces profits so the project is smaller than it might have been).

Beyond these general challenges, the City is seeking to update an incentive system that has not been meaningfully updated in more than 30 years. All aspects of the update must be carefully considered because the system helps guide investment decisions in a dynamic and active real estate

market that has been at the center of Bellevue's economic success and is key to its long-term fiscal and livability goals.

Analytic Framework

The primary objective of this analysis is to evaluate the economic implications of the Incentive Zoning System restructure and provide a sound technical basis from which the City can make informed policy choices about how to implement an updated system.

The current system includes a number of incentives that were designed to influence how property in the downtown area would be developed. This is most clearly visible in the different treatment of nonresidential and residential uses: there are layered incentives designed to promote residential development in zones where they are directly competing with nonresidential development for sites. When the original system was adopted, it was far from certain that a market would emerge for dense urban housing in downtown in time to create a dynamic neighborhood that would integrate a major employment center, full-time residents, regional retail, and entertainment activities.

Another example of a significant incentive from 1981 is structured above-grade and below-grade parking as an amenity. At that time, it was thought that a bonus was appropriate to incentivize developers to move away from surface parking lots. Today's land values have become far too high for it to make sense to use land for surface parking.

Now that downtown Bellevue has fulfilled many of the original policy goals that informed the structure and pricing of incentives in the original downtown land use code, the challenge is to modernize the development regulations in a way that reflects this reality and continues to support the market forces that have been responsible for this success.

Toward this end, the economic analysis focuses on answering two key questions: (1) how might the base zoning be adjusted to mitigate for the shift in project requirements and changes to the amenity list; and, (2) once a "New Base" zoning standard is determined, what is the potential value of the remaining incentive capacity in the system?

Council Objectives

In January 2016, the Bellevue City Council provided a set of principles to help guide the incentive zoning system update. This followed a joint meeting of Council and the City's Planning Commission that covered foundations for incentive zoning, best practices, legal framework, and the CAC recommendations. The Council principles are an important framework for the update.

Given the significant interest in minimizing any impacts on current downtown development economics, a residual land value (RLV) model is used to evaluate the impact of the proposed zoning changes. In short, the residual land value model estimates the value that a developer would be willing to pay for land based on the estimated value of the finished product, the likely development costs (excluding land and including permitting and construction financing costs), and the risk premium (profit) necessary to successfully deliver the project. The benefit of this approach is that it makes the key market and policy metric (land values) the output of the analysis. In this way, it is possible to isolate the impact of a range of market, development, and policy inputs as the principal measures of success for the restructuring process.

A single residual land value proforma cannot possibly capture the range of economic opportunity for a prospective development site. There will likely be a wide range of potential development options even within a particular zoning district which could allow a mix of uses, density, and building design characteristics for any given piece of property. Also, individual property owners and developers will have specific financial feasibility and risk considerations which would affect what they would be willing to pay for a piece of property.

As a result, it was determined that the best approach would be to apply the RLV analysis to a wide range of plausible development opportunities to consider how potential zoning code changes might influence development choices in each of the major downtown zoning districts. In all, the objective is to test many potential project configurations to see how development generally might be affected and the degree to which the proposed land use code provisions might alter the competitive environment.

Residual Land Value Analysis

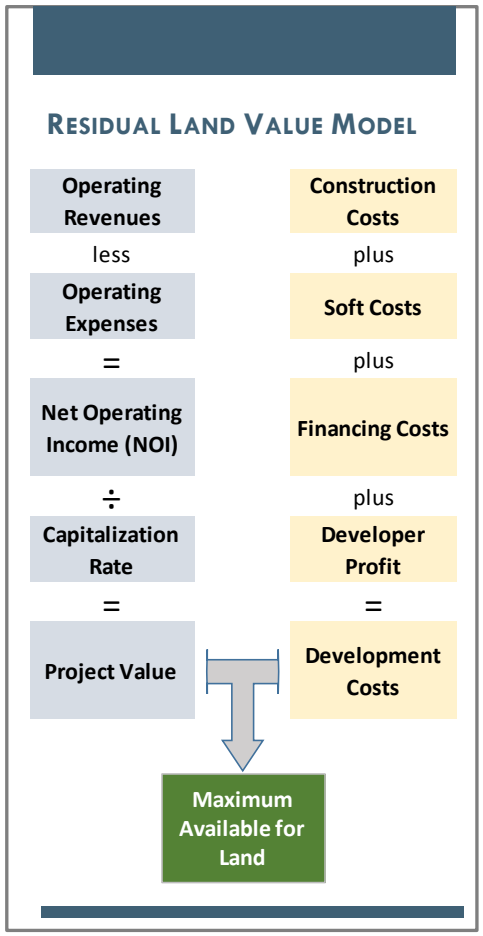
The principal tool used in this analysis is a residual land value model. The basic structure of the model, presented in the flow diagram to the right, involves estimating the likely development costs and potential value of any particular project.

Project value. The value equation is driven by estimated net operating income (NOI), which is the difference between the revenue potential of the finished product and the cost of vacancies and annual operations. The NOI is then used to generate an estimated project value by dividing by the current market capitalization, or cap rate. The cap rate is a simple ratio expressing the current relationship between what the market is willing to pay for a stabilized project and the income produced by the project (NOI).

Development costs. The cost side of the equation builds upon the project characteristics, of which the primary cost drivers include parcel size, building square footage and height, predominant use, construction type, and parking. In addition, total costs need to account for soft costs, such as design, permitting, construction management, financing costs, and developer profit.

Residual land value. Assuming the estimated project value is greater than the development costs, the difference is the maximum amount that a developer would be willing to spend to purchase the property. For a project to be feasible, this amount would need to be equal to or greater than current land values plus the transactional costs of acquiring the site.

Zoning regulations present a set of opportunities and constraints that will shape the real estate development options for a given piece of property. The objective is deliver a product that the market is willing to pay for at a cost that will support construction costs, financing, land acquisition, and a profit margin in line with the risk involved. Doing this involves optimizing the characteristics of a project to appeal to a target market and to minimize costs, particularly where costs will have marginal impact on NOI, all within the development framework defined by the zoning code.



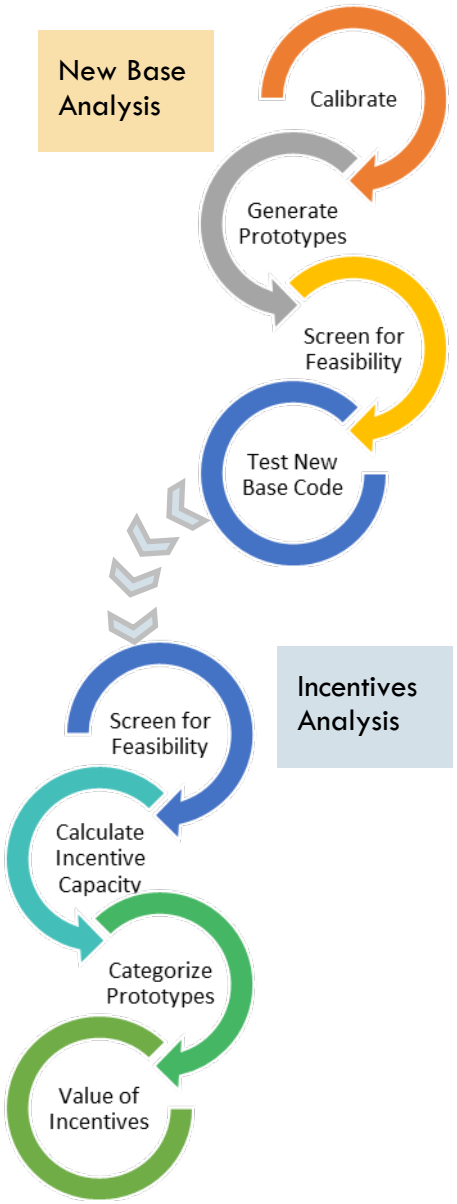
Overview of Key Steps in the Analysis

The following are the key steps in the New Base Zoning Analysis:

1. **Calibrate the RLV assumptions.** For each land use zone, identify income and cost assumptions that will support market value of land for a base set of project prototypes.
2. **Generate project prototypes.** Develop a range of project prototypes under alternative zoning and development assumptions. The objective is to test many prototypes with similar but varying development characteristics to better understand how the new code may influence development choices.
3. **Screen the prototypes for feasibility.** Project prototypes that do not result in feasible development scenarios as determined by the RLV analysis are screened out at this step.
4. **Test New Base FAR.** Analyze the implications on downtown development economics and how the market might respond to these changed conditions. Where appropriate, consider options for narrowing the range, or identifying a preferred option.

The results of the New Base Analysis are used as the basis for the Incentives Analysis, which follows these key steps:

1. **Screen feasible prototypes for incentives analysis.** The pool of project prototypes used in the New Base Analysis are screened again using the results of the new base analysis.
2. **Calculate incentive capacity.** For each prototype configuration, compare residual land values for the potential new base zoning and the proposed max zoning.
3. **Explore relationship between base and max zoning.** Explore prototype combinations to identify patterns that may inform how markets might respond to the potential changes in the incentive system.
4. **Value the new incentive capacity.** Identify prototype combinations that offer increased value by exceeding base zoning and estimate the potential value that could be available to support investments in downtown public amenities.



Feasibility Threshold for Prototype Projects

The principal feasibility threshold used to assess market feasibility of project prototypes under the different zoning configurations is whether the project could support current land values. Given the RLV approach to the analysis, feasibility is based on whether the residual land value estimate is greater than a minimum land value threshold, which will vary by land use zone.

When thinking about the land values it is important to recognize that the value of property is primarily a function of how the property can be used. In the case of commercial property, land value is driven by the income potential, either in its current use or based on how it could be developed.

As such, many factors will influence land values, some that may be unique to each piece of property (i.e. views, accessibility, visibility, proximity to complimentary uses), others related to broader influences of market conditions (vacancy rates, rental rates, construction costs, scarcity of suitable development sites), and the regulatory framework that will dictate scale, type, and use of what can be built. However, in the end, the value will be what a buyer is willing to pay based on whatever factors they determine to be compelling.

For the purposes of this analysis, the most important factors for planning-level estimates of current market values are alignment with market conditions and proportionality of values among the various downtown zones to development capacity under current zoning. Toward this end, land value data was collected from the following sources:

(1) Land sales data supplied by the City for approximately 20 downtown area transactions in the past 3 years;
(2) Input from key stakeholders through the Bellevue Downtown Association (BDA) outreach process; and,
(3) The 2016 Area Assessment conducted by the King County Assessor's Office, which is required by state law to base its valuations on current market value of property.

Land Value Data Sources

Each of the sources of land value data offers insight into the challenge of establishing a reasonable threshold for development feasibility.

Recent sales data. Objectively describes the range of actual prices paid for land in the area, though sample size is a concern.

BDA input. This perspective is valuable because it offers a real market participant perspective on value.

Assessor. Objectively determines valuation, with a particular focus on how values vary across all properties to ensure that the burden of taxation is equitably distributed.

While considering these various and sometimes conflicting sources of land value information, it was clear that each offered useful perspectives and insights for establishing threshold land values. To leverage the relative strengths of these perspectives, the following process was used to generate a range of land values for each major downtown zone that would be suitable for this analysis:

- Convert all land value estimates into a land value per FAR, based on the maximum FAR allowed for the predominant use in each zone.
- Establish land values in the DT-O-1 zone as the "anchor" around which the values for the other zones will be aligned.
- Set the DT-O-1 average land value at $60/SF per FAR, based on recent sales data and the BDA stakeholder group survey results and the nonresidential maximum FAR of 8.0.
- Using all of the data sources, but with an emphasis on the King County Assessor data, set ratios for the other zones to generate an average land value per FAR (predominant use) by scaling off of the DT-O-1 estimate.
- Convert the values per FAR to average values per square foot in each zone and then create a range around the average based on the ranges available from both the BDA stakeholder survey and the 2016 Area Assessment from King County Assessor's Office.

The table below presents a summary of some of the source data and the resulting range of values used to evaluate the options for restructuring the City's incentive zoning system.

Summary of Land Values, By Zone ($/SF of Land)

	BDA Survey		Land Sales Analysis (2013-2016)				2016 Assessor Report		Target Range for IZ	
Downtown Zone	**Low**	**High**	**Sales**	**Avg**	**Low**	**High**	**Low**	**High**	**Low**	**High**
DT-O-1	$385	$490	8	$438	$312	$618	$300	$350	$370	$590
DT-O-2	$480	$630	3	$422	$362	$808	$300	$350	$335	$530
DT-MU	$250	$500	8	$319	$238	$436	$135	$300	$280	$440
DT-OB-A	$300	$450	1	$473	$473	$473	$175	$225	$245	$385
DT-OB-B	$300	$450	1	$473	$473	$473	$175	$225	$265	$425
DT-OLB			1	$201	$201	$201	$65	$120	$150	$245

Project Prototypes

Since the goal of this effort is to test the implications of significant changes in zoning, it was beneficial to have a relatively high number of prototypes. This focuses the analysis on how changes might affect a wide range of plausible development options and allows us see to what degree there is convergence toward a particular outcome or where clear tradeoffs may emerge.

To do this efficiently, the prototypes were produced using a development model that generates project characteristics based on key zoning parameters, such as allowed height, FAR, site coverage, building and tower setbacks, tower spacing, and maximum floor plate sizes. These zoning conditions are used to generate a conceptual building envelope and provide the key development inputs for the residual land value model including, the building height, square feet, construction type, uses, and parking requirements.

There are a number of variables that could be used to generate a wide range of development options for each downtown zone, including site factors, reasonable development goals based on what the market seems to value in product type, and zoning limitations. The prototype model offers a simple way to generate potential projects by applying a consistent set of assumptions about each of these factors. Some of the key variables used include:

- Site sizes that range from 10,000 square feet to 120,000 square feet.
- Zoning parameters, including setback requirement, floor plate limitations based on specific height thresholds, tower spacing, parking requirements, and FAR and height limitations.
- Market and building configuration considerations, such as preferred floor plate sizes for different uses, amount of ancillary uses such as ground floor retail, and other building configuration options such as maximizing height or mixing underground and above-ground parking.
- Development intensity. A significant variable that is used to generate a range of prototypes is varied development intensity based on a set of market and code assumptions. This allows for testing the implications of code changes on a range of development characteristics.

Prototype Variables

To illustrate how the prototype model can be used to generate a range of projects, the table below shows an example.

For a particular land use zone, combining 6 site sizes, 2 options about desired floor plate sizes, 2 predominant uses, and 3-4 development intensity factors would produce a total of 84 project prototypes that would fit the zoning parameters in that land use zone.

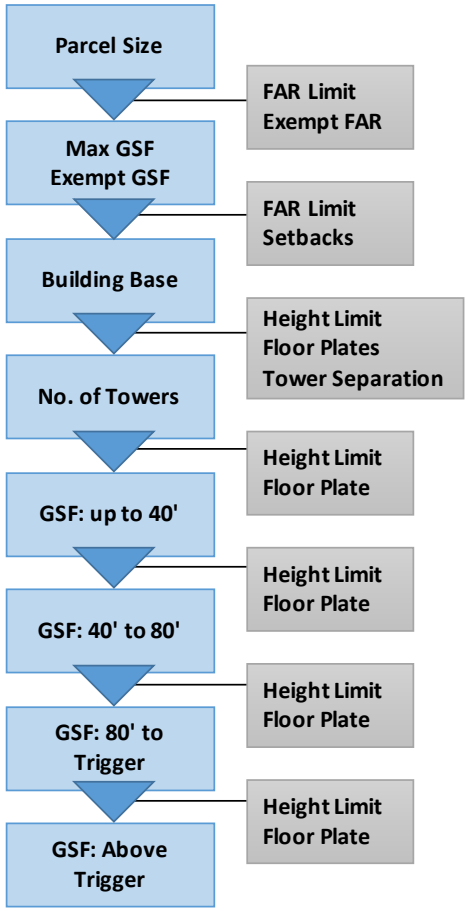
Prototypes	No.
Prototype Scenario Elements	
Site size	6
Floor plate size	2
Development intensity	3-4
Uses	2
Total combinations	**84**

Prototype Generator

The prototype generator follows a rules-based logic that starts with the proposed use (nonresidential or residential) and the assumed parcel size and takes a step-wise process that "builds-up" a set of project characteristics using key zoning code provisions at each step:

1. Maximum gross square feet (GSF): based on parcel size, FAR-limit and exempt uses
2. Building footprint: based on parcel size and code limits
3. Number of towers: based on footprint, height, floor plate and tower separation
    - If the parcel size is large enough for multiple towers based on tower separation, a maximum number of towers is estimated.
    - Estimate maximum number of floors based on the maximum GSF.
    - If maximum floors exceed height limit and parcel can fit multiple towers:
        - If maximum number of floors exceeds 115% of floors allowed by maximum height, add tower if allowed by parcel size.
        - Otherwise, cap the number of towers to the higher of one or the parcel size based estimate minus one.
4. Building base (up to 40'): number of floors, building and parking SF (if assumed).
5. Beyond the base, at each code height step: determine number of floors and GSF by:
    - Start with total square feet still to be accommodated.
    - Determine GSF and floors based on floor plate and height limit.
    - Cap the project if either total GSF or height limit is reached.
    - If there is still unassigned GSF, move to next height band.

Prototype Generator Flow Chart



Construction types. As building heights increase, so too do construction costs per square foot, as high rise buildings require more expensive construction techniques and more sophisticated systems. As building code requirements are triggered at specific height thresholds, they create gaps or break points at which construction does not make economic sense. For example, while the building code may allow eight story buildings, the additional revenues generated by the eighth floor may not offset the additional costs associated with moving from low-rise wood frame construction to a light-gauge steel building.

- These break points at which construction is market infeasible, may occur at the transition from one construction type to the next as required by the building code:
  - Type III: Mid-rise wood frame, fire-resistant walls, applied to residential only up to 5 wood-frame floors over 1-2 levels of concrete/steel.
  - Type II: Mid-rise, light-gauge steel, applied to nonresidential to 8 stories.
  - Type I: High rise fireproof, applied to all uses above 8 stories.

Because of the cost bumps between construction types, the prototype generator does a construction type check at the end of the process to see if the result lands within 2-stories of a breakpoint. If it does, it reduces the project to the lower height to take advantage of the cost benefits.

Prototype development assumptions. For both the New Base and the Incentive Analyses, there were 84 project prototypes generated for each downtown zone. The prototypes are based on the following applying the following development assumptions:

- 6 different parcel sizes for each zone, ranging from 10,000 SF to 120,000 SF.
- Nonresidential and residential uses.
- 7 different development intensity levels based on floor plate size and a percent of the FAR-determined gross square feet allowed:
    - 4 options based on floor plates determined by code maximums and limiting the FAR-based square feet to 100%, 95%, 90% and 85% of FAR code limit.
    - 3 options based on floor plates determined by assuming a "market floor plate size" which is based on the upper bound of the range of desirable floor plate sizes from the BDA stakeholder survey and limiting the FAR-based square feet to 100%, 95%, 90% and 85% of FAR code limit.
    - Where the "market" floor plate exceeds the code limit, which can happen as the project moves into the higher height bands, the code limit is used.

Residual Land Value Analysis

All of the project prototypes are evaluated using the residual land value (RLV) model to estimate how much value could be available to support current land prices. While the general concept of the RLV model was presented earlier, there are several important concepts to touch on prior to delving into the actual analysis in the next section: (1) the specific way in which the RLV model will be used to test alternative zoning configurations; (2) the key financial assumptions that are used in the RLV analysis, (3) cost and revenue implications of taller buildings, and (4) costs of providing amenities under the existing system.

1) Use of the RLV model.

As discussed earlier, there are very nuanced economic issues that need to be evaluated in relation to the proposed restructuring of the incentive zoning system. In addition, the degree to which the current system no longer reflects current market conditions and the nature of the proposed changes, with few areas where new FAR capacity would be added, make this a particularly challenging policy analysis.

The essential question of the economic analysis is whether the proposed structure can fundamentally reorganize around the current maximum zoning ("Current Max") without disrupting the basic real estate market economic equilibrium downtown. Toward this end, the analysis of the restructured elements is designed around the concept of establishing a balanced baseline set of conditions and then testing the implications of alternative zoning configurations while holding all of the financial and market assumptions constant.

In this approach, the relative relationships of economic, market, and regulatory variables are much more important than any particular site-specific assumptions about rents, land values, construction costs, or capitalization rates. The other benefit of this approach is that, by holding many of the financial and market assumptions constant, the policy analysis of zoning changes is not tied to any particular set of market expectations for a particular development.

To develop a balanced baseline, several project prototypes are generated based on the existing maximum zoning framework and are used in conjunction with the land value analysis discussed earlier and the financial assumptions used in the residual land value proformas to generate the base financial assumptions that are then used in the restructure analysis.

2) Key financial assumptions.

The objective in developing the financial assumptions for the RLV analysis was to generate reasonable ranges for the key income, expense, and development costs factors which could be used to calibrate the development economics in each downtown zone.

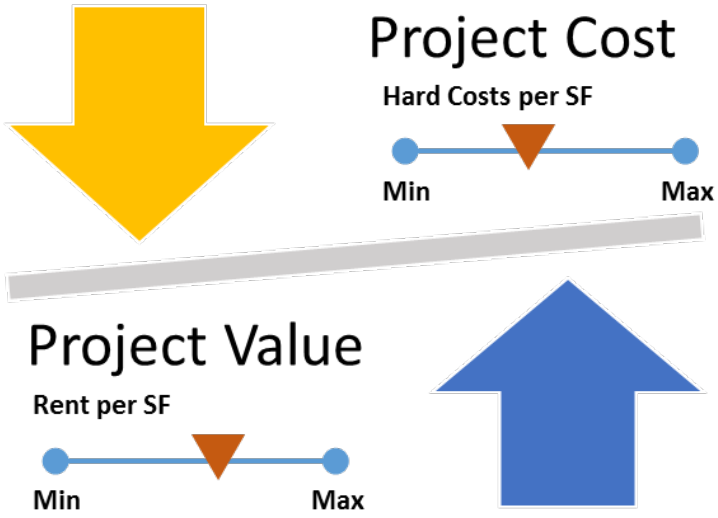
The key assumptions used in the analysis are presented in the table on the right. They were developed with the input of market participants in downtown Bellevue (through the participation of the Bellevue Downtown Association), a review of current market data and similar recent work in the region.

Calibrating the baseline conditions involves selecting cost and revenue assumptions that would be expected to result in development options that could support estimated land values. This is accomplished by adjusting the major cost and revenue factors between the low and high bounds.

Key Financial Assumptions

Operations	Low		High	Units
Income				
Office (NNN)	$34	to	$50	per NSF
Retail space, in mixed use	$32	to	$50	per NSF
Residential, rental	$30	to	$40	per NSF
Parking, office	$1,200	to	$3,000	per stall
Parking, residential	$600	to	$1,800	per stall
Expenses				
Vacancy/credit loss			5%	of GOI
Ops & maintenance, office			$17.50	per NSF
Ops & maintenance, residential			32.5%	of GOI
Market Capitalization Rate				
Office/mixed use	5.5%	NOI as a pct of value		
Residential, rental	4.5%	NOI as a pct of value		
Development Costs	**Low**		**High**	**Units**
Construction costs				
Shell and Core - high rise	$200	to	$300	per GSF
Shell and Core - midrise	$170	to	$275	per GSF
Shell and Core - wood frame	$145	to	$200	per GSF
TI Allowance	$75	to	$125	per GSF
Parking, structure above ground	$25,000	to	$35,000	per stall
Parking, structure underground	$40,000	to	$50,000	per stall
Contingency	5%	to	10%	of above
Other costs				
Soft costs (services, fees, taxes)	26.0%	of construction costs		
Financing	4.9%	of construction + soft costs		
Developer profit (risk premium)	15.0%	of total development costs		
Transaction costs, land	6.0%	of purchase price		

This is shown graphically below. The hard costs of construction and the rental rates are adjusted until there is a point of balance where project value and costs are able to support the threshold land value at Current Max zoning.



3) Value and Cost Considerations for Tall Buildings

Given the zoning issues under consideration, an important issue to address is how costs and rents might change as buildings get taller, even beyond the construction type discussion earlier. Building costs, rental revenues, and sale prices are often considered in terms of two dimensions and communicated in units of square feet. While there has been relatively little independent research undertaken to empirically explore this relationship, some recent research has separately looked at each side of the ledger, particularly for high-rise construction, and found evidence to support the intuitive assumption that both costs and revenues do increase with height. On the cost side, a number of factors contribute to greater costs at greater heights, including:

- Structural costs associated with wind and earthquake resiliency.
- Elevator capacities and speed.
- Capacity and complexity of heating and cooling systems, as well as systems for handling water, wastewater, and garbage.
- Construction expertise necessary to move materials and labor to the job site and to mitigate the risks associated with tall high-rise construction.

The study "*High Rise Costs. Real Estate & Housing*", estimated that construction costs generally increased increase by between 7% to 8% per 10 floors.

On the income side, higher floors generally lead to better views and more natural light, resulting in increases in building revenues as well. Condo prices and apartment rents increase for higher units. A study of Manhattan residential real estate showed that the average price per square foot on the 25th floor is about double the price per square foot on the second floor. The analysis saw some of the largest floor-to-floor increases for floors up to 12-stories. Beyond 12-stories, the rate of change per floor slowed down, but still averaged between 3% and 1%. While less empirical evidence exists in the commercial market, regression analysis of Manhattan office space shows a 0.5% to 1.5% increase in prices with every floor.

Rent and Cost Assumptions for Tall Buildings

The base financial assumptions in the RLV proforma analysis are adjusted to try to account for changes in rent and construction costs for tall buildings. Above 20-stories, both average rents and construction costs are increased at a rate of 1% per floor.

The rental rate for a tall building is then based on the total number of floors. Average cost of construction assumptions change at specific levels, partially based on changes in vertical circulation requirements.

Assumed High Rise Cost Breakpoints

Elevator Groups	No. of Floors
1	20-35
2	35-45
3	45-60
4	60 plus

4) Costs of Providing Incentive System Amenities Under Existing System

An important element of this analysis is to make adjustments to the cost of developing projects that reflect the proposed changes in zoning. As discussed earlier, there are two main cost elements that will be shifted out of the incentive system: (1) cost of structured parking; and, (2) the cost of providing "basic" amenities under the existing system. As a result, when testing the New Base FAR scenarios, these costs must be included in project costs to estimate residual land value.

The project prototypes that are used in the analysis are those generated under Current Max zoning conditions. These are used to calibrate the RLV model and to conduct an initial screening of all prototypes that are used in the New Base FAR analysis. As a result, it is important to also include an estimate of providing incentive amenities beyond structured parking and the "basic" amenities.

Since parking costs are already accounted for as part of the standard project cost elements discussed earlier, that leaves the other costs associated with the incentive amenities to be addressed. The challenge is that projects could select from a range of amenity options to satisfy the incentive zoning requirements. Further, each amenity has an exchange rate that determines how much must be provided.

Given these challenges, an estimate was prepared based on the 31 actual projects that were discussed earlier to illustrate how the current incentive system has been used. An estimate of the cost to provide the amenity items for each of these projects was developed by using the exchange rate to estimate the quantity of amenity provided, and a unit cost factor to estimate costs. The unit cost factor was based on the original incentive analysis inflated to 2016 dollars. These costs were then organized into two categories: (1) "basic" amenities; and, (2) non-parking and non-pedestrian corridor amenities. Finally, an average cost per parcel size was estimated by land use zone, using the relevant project limit values for each amenity and project.

Based on this analysis, summarized the accompanying table, the RLV cost estimates are based on a "basic" amenity cost of $10/sf and the non-parking, a non-pedestrian corridor amenity cost of $4/sf and applied to the parcel size. These numbers are incorporated as existing project costs that must be assumed in the prototype calibration.

Estimate of Amenity Costs

Amenity Costs	Est. Costs ($'000)	Project Limit (SF)	Cost per Parcel SF
"Basic" Amenities			
DT-O-1	$22,300	3,229,873	$6.90
DT-MU	$33,887	3,985,309	$8.50
Other zones	$3,855	367,828	$10.48
Overall	$60,042	7,583,010	$7.92
Non-parking, Non-Pedestrian Corridor Amenities			
DT-O-1	$5,043	1,112,465	$4.53
DT-MU	$9,384	2,284,576	$4.11
Other zones	$643	282,503	$2.28
Overall	$15,071	7,583,010	$1.99

RLV Calibration

For the calibration process in each zone, six different parcel sizes were tested under both residential and nonresidential uses. For each size and use combination, two relatively standard development project prototypes were tested. Each prototype is based on building floor plates to the limits of the current code under maximum zoning, with one trying to achieve 100% of the allowable FAR and the other 95%. The result is a total of 24 prototypes for each downtown zone.

As discussed in the approach section, these "standard" prototypes are used to make adjustments to the major income and the development cost assumptions in the RLV proforma until the prototypes are generating residual land values that largely fall within the target range of current land values, where the low end effectively becomes the threshold for determining feasibility. Given that market and zoning conditions can vary widely between nonresidential and residential uses, assumptions are calibrated separately for each use.

Generally, the calibration starts by setting both income and cost factors to 50%, which sets the assumptions at the mid-point of range. As the percentage value increases the actual assumption in the proforma moves higher in the range. A value of 100% would be set to the maximum and 0% to the minimum. The income and cost factors are adjusted until an initial set of prototypes exceed the minimum land value threshold and then the next set are tested using these values as a starting point. Since there is a relatively wide range of parcel sizes, it is not unusual to see variations in residual land value as some sizes may more optimally align with the zoning than others.

There is a third variable available – assigning some portion of a building's lower floors to above ground structured parking. This has the effect of reducing the average cost of parking, since these stalls are 65-70% of the cost of underground space.

While reducing development costs in this way can increase residual land value, it can also move in the other direction. Using some of the allowable building height for parking can result in lower overall income potential, particularly if the project is a zone with limited building heights as with

some of the perimeter overlay areas. If the building can't get taller in response to the parking change, then the overall scale of a project may be smaller than ideal. Because of these sorts of tradeoffs, above ground parking can be used across the board, targeted to either smaller or larger parcel sizes only, or left out entirely.

The table to the right summarizes where each of the key calibration variables landed for each use type and for each zone. Since all of the proformas use the same overall range for the assumptions, the differences show how the underlying assumptions would compare to a certain degree. The other big factors that influence the calibration are zoning which can limit building heights and may offer the option of less costly construction types, and the target range of land values.

The assumptions derived from the calibration process generated the estimated land values presented in the accompanying chart. For each zone, the estimated residual land value produced by each standard prototype is plotted against the target range of land values.

Also, the use is called out in the chart, which is helpful when there are significant variations or apparent outliers. For example, in the DT-OB zones, and to a lesser extent in the DT-MU, the existing zoning heavily favors residential uses. In these cases, where one use is clearly driving the underlying value of land, then the predominant use is the primary consideration during calibration.

For the non-competitive uses in these zones, the calibration assumptions are based on similar but more competitive areas. This can be seen in the nonresidential assumptions in the DT-OB zones, which are set to the levels derived for DT-MU.

Calibration Results, By Zone

	Non-Residential			Residential		
Zone	Rent	Cost	Parking	Rent	Cost	Parking
DT-O-1	50%	25%	None	75%	22%	All parcels
DT-O-2	55%	30%	Larger only	82%	16%	All parcels
DT-MU	55%	28%	All parcels	75%	15%	All parcels
DT-OB-B	55%	28%	None	50%	35%	All parcels
DT-OB-A	55%	28%	None	50%	30%	All parcels
DT-OLB	45%	25%	None	40%	25%	All parcels

Note: Percentages for rent and cost show where these factors landed within the market range. 0% = minimum and 100% = maximum of market range.

Test of Market Calibration, Residual Land Value Ranges

Analysis of Incentive Zoning Restructure Elements

The primary challenge of restructuring the incentive system is to meet the City's development and livability goals while minimizing the potential impact on the development economics in downtown Bellevue. Accomplishing this will require rebalancing the bonus system such that the net impact of the new incentive model does not substantially change the underlying value of land.

The current availability of additional development capacity through the amenity zoning system creates a financial incentive for developers to provide desirable project amenities or features. Changing the relationships among the eligible amenities, the structure for earning amenities and/or the "price" of these amenities will change the financial calculus that drives project design and feasibility. Depending on how these changes are implemented, they could alter the basic economics of development in downtown Bellevue.

For example, a package of changes that shifts the cost/value relationship of a development opportunity in a negative way, would reduce the underlying land value. In other words, changing the basic cost/value proposition in the zoning system, changes the cost that a developer would be willing to pay for a piece of property, affecting current land owners. Similarly, if a developer has recently acquired property under the current rules, but has not yet secured their development rights, then the new system could significantly reduce the financial return on that land purchase.

The mechanism to address these economic considerations will be through the review and likely modification of the base "as-of-right" zoning capacity to reasonably reflect the financial implications of changes in the amenity structure. By evaluating how potential structure changes may influence the cost/value relationship of development, it is possible to explore options for changes in the base zoning to restore the current balance.

From the perspective of resetting the base, it is important to recognize that many of the amenities and features that are provided under the current incentive system are not generating incremental

value to the project, as evidenced by the significant level of excess and unusable development rights that have been earned. As a result, some of the incentive elements could potentially be changed in a way that simply results in dramatic reduction in excess development rights, while having minimal impacts on the basic cost/value proposition in the current zoning structure.

Restructure Elements: What is Changing?

With a calibrated set of baseline assumptions, the potential impacts of the restructured elements could be evaluated. The most significant structural changes proposed are to remove structured parking and residential uses from the list of amenities that quality for incentive development capacity and to transition the current "basic" amenity requirements to development requirements under base zoning.

Removing structured parking and the residential use incentive from the list of amenities reflects the current reality of the real estate market in downtown Bellevue. Today land values are high enough to encourage the kind of intensity of development that makes structured parking an economic necessity. Similarly, the very generous exchange rates offered for providing residential uses downtown would seem to have served their original market-making purpose, given dramatic growth in downtown urban living options across a wide range of product types. In fact, these two amenity items are likely responsible for a significant share of the excess and unusable development rights that have been earned under the current system.

In the case of the "basic" amenity requirements, these have operated as the initial requirements once a project is planning to build beyond what base zoning would allow. In effect, it offered the City an opportunity to ensure that some of the amenities that would have an impact on downtown livability would get done, even as projects were generating far more amenity credits than they could use. These "basic" amenity requirements varied by zone and were determined by applying 20% to the base nonresidential FAR in the zone. As a result, the requirements range from a high of 1.0 FAR in DT-O-1 and 0.8 FAR in DT-O-2 to 0.1 FAR in all of the other downtown zones.

Residential Use Amenity

Eliminating residential use from the amenity list will effectively put residential and nonresidential builders on a more equal footing in terms of competing for development opportunities downtown.

However, even with this change, residential uses will continue to benefit from many other zoning preferences that are expected to remain intact, even with the proposed code changes.

In fact, in many downtown zones, current land values are almost exclusively driven by demand for residential projects, since nonresidential uses are simply uneconomic under current and proposed zoning.

As a result, this change is perhaps best viewed as an incremental step toward greater parity among competing uses, but one that is unlikely to dramatically alter the current situation.

While there are some circumstances where these basic amenity requirements are effectively mandates under the current system, such as for properties that are along the major pedestrian corridor, the fact that almost no projects are built within current base zoning indicate the economics of this aspect of the restructure are largely unchanged.

With the exception of the residential use amenity, each of these items will shift some of the costs of development away from the incentive system and into the base zoning. As a result, without some adjustment there would no longer be the potential to offset some of the costs associated with structured parking and the "basic" amenity requirements through greater development capacity.

To compensate for these changes, the Base FAR would need to be increased to shift some of the development capacity into the as-of-right zoning. To test the implications of changing the Base FAR, a consistent, policy-based rule was developed to test a range whereby a potential new Base FAR level would be set to 85% of the Current Maximum FAR in each of the zones being evaluated, and a range established where a New Base Low would simply be set at 0.25 FAR less and a New Base High at 0.25 FAR more. In cases where there is insufficient available capacity to test the full range, the New Base High would be set to the 85% level and the range would be reduced from 0.5 FAR to 0.25 FAR.

Why 85% as the Starting Point for Analysis?

The New Base FAR needs to reasonably mitigate the cost of removing certain incentives, particularly parking, and shifting "basic" amenities into "uncompensated" requirements for projects under either Base or Max zoning in the future. Of the two, parking will be by far the more significant element to accommodate under base zoning.

While it is absolutely the case that current land values may be sufficient to incent structured parking, the reality is that if base zoning is not raised enough to allow for feasible development options under base zoning, then the new requirement could reduce what people are willing to pay for land, which could drag prices down as the market adjusts.

At the same time, it is also the case that structured parking is a significant factor that led to projects generating excess development rights, so it is unlikely that new base zoning would need to use all of the capacity under max zoning.

As a result, based on the overall magnitude of parking costs as a share of total development costs, 85% seemed to be sufficiently high to recognize this fact while also leaving some capacity to support the incentive zoning system. However, this was a starting point for analysis. The results will ultimately to suggest whether this is appropriate or if there might be sufficient evidence to support a New Base FAR outside this range, either above or below.

Height Limits for the New Base FAR Analysis

With the Base FAR increasing in all zones, in some cases significantly, it is important to make a corresponding adjustment to the base height limits in order to get a reasonable assessment of the economic implications of these FAR changes. Absent a height increase, it is conceivable that in some zone the current base height could effectively offset a significant portion of the development potential and be counterproductive to the objective of using the additional capacity to mitigate the costs of the new requirements. As a result, it was determined that for the purposes of this analysis, the current max height in each zone would be used as the New Base Height.

The zoning assumptions for the New Base FAR Analysis are summarized in the accompanying table which highlights how the application of the 85% policy approach translates to specific FAR levels in each land use zone and by use. The other highlighted column shows the height limit assumptions that are used in the analysis.

Key Assumptions for Base Zoning Analysis

Proforma Developments		Floor Area Ratio					Building Height				
Downtown Land Use District	Building Type	Current Basic FAR	Current Max FAR	New Basic FAR (Low)	New Basic FAR (High)	New Max FAR (Proposed)	Current Basic Height	Current Max Height & Max Height with "15'/15% rule" as applicable	New Max Height Including "15'/15% rule" as applicable (Proposed)	New Basic Height	Building Height Trigger for Additional Code Requirements
DT-O-1	Nonresidential	5.0	8.0	6.5	7.0	8.0	200'	345'/450'	600'	345'	345'
	Residential	5.0	Unlimited; effectively ~10.0	8.25	8.75	10.0	200'	450'	600'	450'	450'
DT-O-2 North of NE 8th Street	Nonresidential	4.0	6.0	4.75	5.25	6.0	150'	250'/288'	460'	288'	288'
	Residential	4.0	6.0	4.75	5.25	6.0	150'	250'/288'	460'	288'	288'
DT-MU	Nonresidential	0.5	3.0	2.25	2.75	5.0	60'	100'/115'	230'	115'	115'
	Residential	2.0	5.0	4.0	4.5	5.0	150'	200'/230'	288"	230'	230'
DT-MU with Perimeter Overlay A-1	Nonresidential	0.5	1.0	0.5	0.75	1.0	30'	40'	40'	40'	N/A
	Residential	2.0	3.5	2.75	3.25	3.5	30'	55'	55'	55'	N/A
DT-OB with Perimeter Overlay B-1	Nonresidential	0.5	1.0	0.5	0.75	1.0	30'	65'/72'	72'	72'	N/A
	Residential	2.0	5.0	4.0	4.5	5.0	45'	90'/99'	99'	99'	N/A
DT-OB with Perimeter Overlay A-2	Nonresidential	0.5	1.0	0.5	0.75	1.0	30'	40'	40'	40'	N/A
	Residential	2.0	3.5	2.75	3.25	3.5	30'	55'	70'	55'	55'
DT-OLB Central (between NE 4th and NE 8th)	Nonresidential	0.5	3.0	2.25	2.75	6.0	75'	75'/90'	403'	90'	90'
	Residential	2.0	3.0	2.25	2.75	6.0	75'	90'/105'	403'	105'	105'
DT-OLB South (between Main St and NE 4th)	Nonresidential	0.5	3.0	2.25	2.75	5.0	75'	75'/90'	230'	90'	90'
	Residential	2.0	3.0	2.25	2.75	5.0	75'	90'/105'	230'	105'	105'

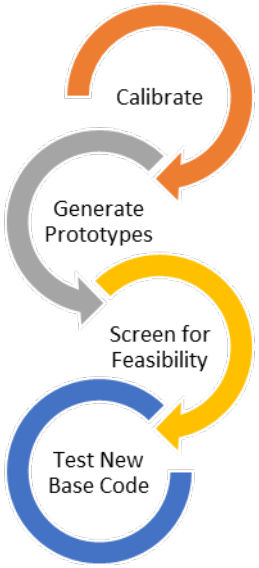
Analysis of New Base Zoning Options

To analyze the impact of the New Base Zoning options, each of the 84 project prototypes (42 nonresidential and 42 residential) are tested using the calibrated residual land value model to determine whether the project characteristics produced by the zoning are estimated to generate a residual land value that is greater than the minimum land value for the zone.

To isolate the implications of the New Base Zoning options, the prototypes are initially screened using the Current Max zoning conditions used to calibrate the residual land value model. In this way, for any prototype that meets current land value under Current Max zoning, but fails the land value test under one of the New Base Zoning options, the New Base would be considered infeasible.

The other important point to keep in mind is that the cost assumptions vary between the initial screening of prototypes based on Current Max and the New Base analysis, since the key issue is the degree to which the New Base Zoning can be expected to mitigate the increased costs of shifting the "basic" amenities and structured parking from the incentive system to base requirements. As a result, costs for Current Max incorporate estimates of all costs, including parking, "basic" amenities and non-parking incentive amenities, while the New Base prototypes only include the estimate of "basic" amenities.

New Base Analysis

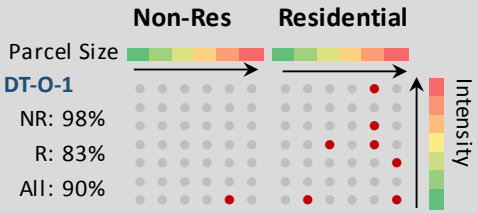


Presentation of Prototype Feasibility

To illustrate the implications on land values of zoning changes, the RLV result for each prototype is displayed based on whether the estimated value exceeded the minimum land value threshold for its zoning district. Prototypes that fail this feasibility test are represented as a red dot in the summary matrix. For each zone, the results are presented by use where prototypes are organized according to parcel size (increasing in size left to right) and development intensity (decreasing intensity, top to bottom). The overall results are summarized to show the percent of prototypes that passed the value screen.

In the example on the right, there are 84 dots representing each project prototype, with the dot in the upper right representing the prototype on the largest parcel and built to max allowed FAR within the height limit for the scenario. The dot on the bottom left would be the prototype on the smallest parcel built to 85% of the allowed FAR within the height limit.

EX: FEASIBILITY SCREENING



Initial Prototype Screening

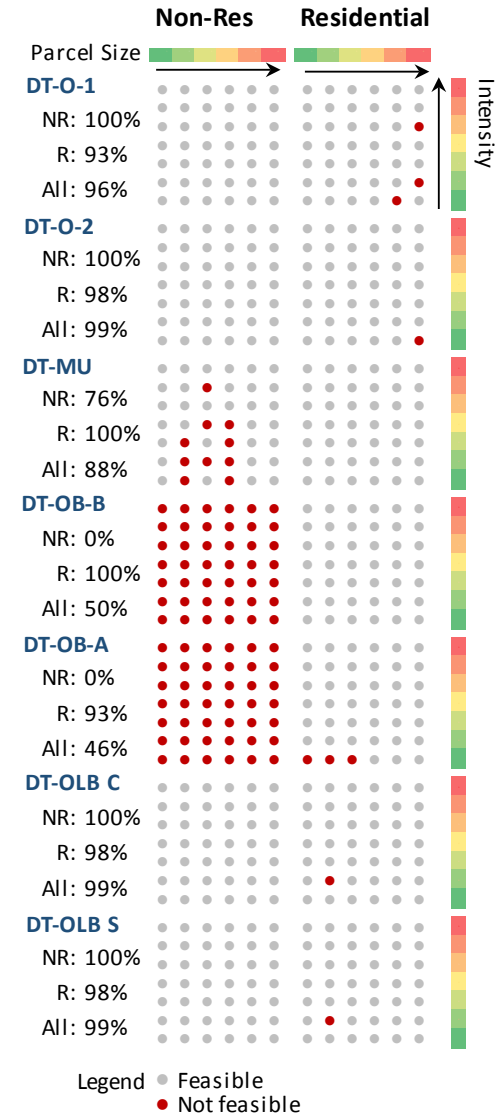
The first step in the analysis of New Base FAR is to test all project prototypes for feasibility based on the Current Max zoning by using RLV model to see if they are likely to support the threshold land value in each downtown zone. As discussed earlier, the RLV model was calibrated using a subset of "standard" prototypes. By testing all prototypes, it will be possible to compare the New Base FAR results against a baseline set of results. Since these prototypes are based on Current Max zoning, the cost estimates include the cost to provide both "basic" amenities and non-structured parking/non-pedestrian corridor amenities. These are in addition to the standard project elements, including parking costs.

A total of 588 prototypes are tested in all – 84 for each zone – with the results presented to the right. This analysis demonstrates that the vast majority of project prototypes are estimated to generate a residual land value that exceeds the minimum threshold for the zone.

However, there are some prototypes that did not pass this feasibility test. It is worth discussing why these failed and the potential implications for the New Base FAR analysis.

- The largest collection of failed prototypes are nonresidential projects in the DT-OB-A and DT-OB-B zones. These are zones where nonresidential development is essentially not competitive with residential projects based on the current zoning code. As a result, it is not surprising that nonresidential prototypes in these zones were unable to support current land values, as land values are being determined by demand for residential projects.

Initial Feasibility Screening Results



- The next largest cluster is for nonresidential projects in the DT-MU zone, where residential uses also enjoy a pronounced advantage. The result is that 76% of the nonresidential prototypes passed, while some combinations of factors led the others to fall below the feasibility threshold. This suggests that nonresidential projects in the DT-MU zone may present challenges in setting a New Base FAR. The much higher residential FARs under the existing code make these sites non-competitive for nonresidential uses (and indeed, only a few office projects have been built in the DT-MU district in the last 3 decades).
- Of the remaining nine prototypes that failed the initial screening, there is no particular pattern that emerges, though most are based on lower intensity development assumptions and/or fall into an odd parcel size/development intensity combination.

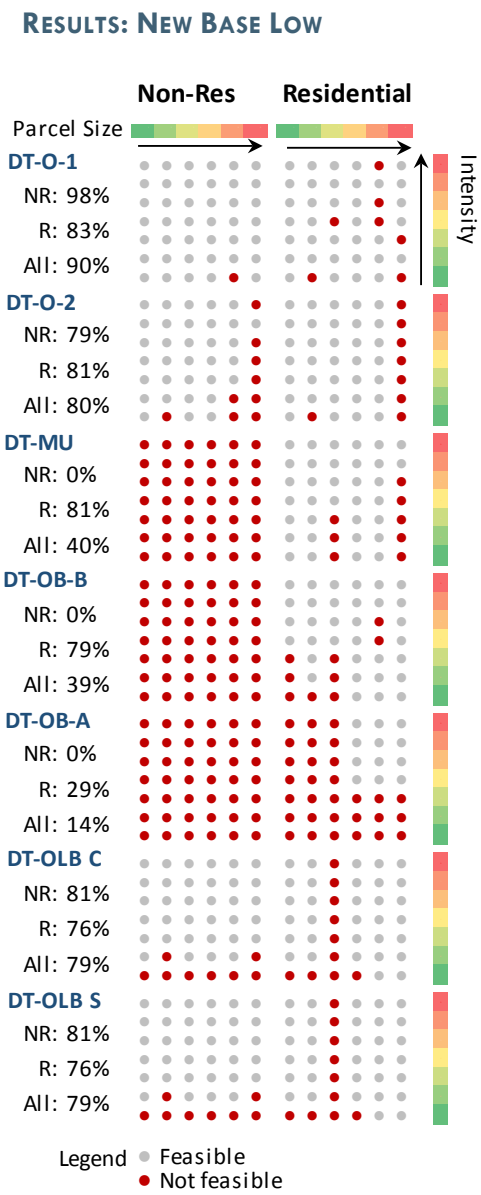
Overall, the initial screening suggests that the assumptions used to generate the project prototypes produced a range of feasible development options that could work in all zones and at a range of development intensities where the current code allows sufficient competition between uses.

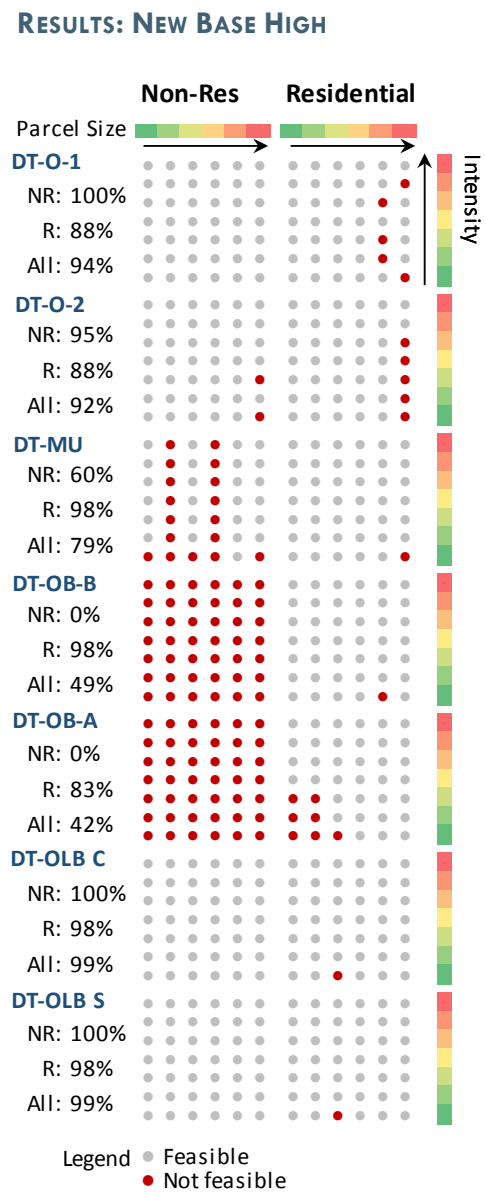
Testing the Policy-Level Range for New Base

The next step in the process is to test two sets of project prototypes using the policy-level range for New Base FAR and height assumptions to see how many are likely to support the threshold land value in each zone. The cost estimates include the cost for providing "basic" amenities, in addition to the standard cost elements, including parking.

Overall Results. In this case, 1,176 project prototypes are evaluated, with the results shown in the exhibit to the right. By looking at the results in this way, it is possible to see the effect of the range of FAR levels being considered.

It's important to note the performance of nonresidential uses in the DT-OB-A and DT-OB-B zones, where feasibility is a function of the current zoning provisions where residential development is allowed significantly higher FAR and height than nonresidential. The predominance of the red dots (indicating infeasible projects) means nonresidential development in the DT-OB-A and DT-OB-B zones would not be able to participate in the incentive system. Key findings include:





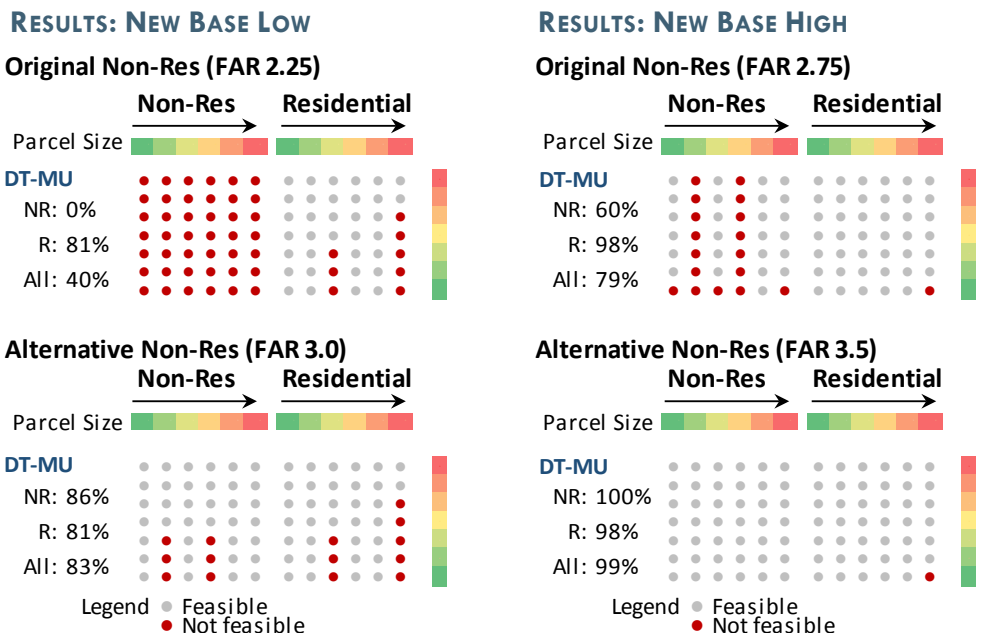
- In the DT-MU zone, the New Base Low assumption results in none of the nonresidential prototypes passing the feasibility test. The New Base High scenario suggests a 60% pass rate, which is only somewhat below the initial screening result of 76%. Further, the prototypes that failed at the higher FAR are concentrated in a few of parcel sizes and among the low intensity options.
- The other area with significant clustering of failed prototypes is residential uses in DT-OB-A. Under New Base Low, only 29% passed, concentrated on the largest parcels and with the greatest intensity. In the New Base High, the pass rate jumps to 83%, with the least intense projects on the smallest sites failing.
- All other zones have at least one failed prototype. These are thinly spread based on the use. Where there are several in a zone, they tend to be arranged around a particular parcel size and/or lower intensity development.

Overall, these results suggest that the policy range selected as the starting point does reasonably well in creating a New Base zoning framework that should provide for a large number of potentially feasible development options over a wide range of parcel sizes in each zone.

Further Analysis of the DT-MU District as a Special Case

Upon further discussion with City staff, it was decided that the policy-level range might not fully capture the City's policy intentions for the DT-MU zone. In particular, these results suggest that nonresidential uses would likely continue to be less attractive relative to residential options, maintaining the competitive status quo. Therefore, an alternative range for nonresidential was created to see what FAR level might be necessary to have a more balanced outcome between the uses. As shown in the graphics to the right, the alternative set the low nonresidential FAR to 3.0 and the high nonresidential FAR to 3.5 and a new set of prototypes was generated. (Note: the low and high residential FARs remain consistent with the earlier analysis.)

The results suggest that a FAR of between 3.0 and 3.5 would likely put nonresidential and residential uses on a more balanced competitive footing within the land use code.



Further Refinement. Based on the previous results, another scenario was developed to test how a potential base zoning code might look at a single proposed FAR level. This scenario was based on the following assumptions:

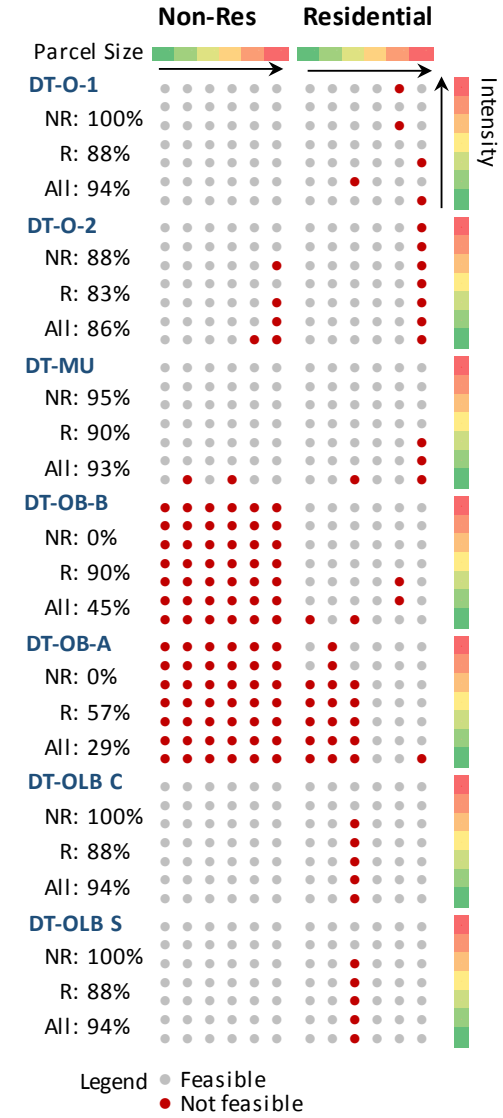
- For most land use zones, the New Base FAR was set using the mid-point of the policy range. This had originally been set to 85% of the Current Max FAR.
- For nonresidential uses in DT-MU, the midpoint from the alternative analysis (FAR 3.25) was used to more fully equalize the zoning code with residential uses in this zone.
- For nonresidential uses in the DT-OB-A and DT-OB-B zones, the New Base FAR was set equal to 100% of the Current Max FAR (i.e. nonresidential uses would not need to participate in the incentive zoning system to reach Max FAR). The feasibility of nonresidential projects in these zones is a function of the significant difference in zoning capacity for nonresidential and residential uses, which is a matter of policy. Since the proposed zoning maintains the status quo for nonresidential uses, there is no real justification for an FAR differential.

Project prototypes based on these FAR assumptions were generated and tested, with the results presented in the exhibit at right. The picture that emerges is not dissimilar to the results from the initial screening based on Current Max zoning. If we ignore the nonresidential results in DT-OB-A and DT-OB-B, 89% of prototypes pass the feasibility test in this scenario as compared to 96% in the initial screening. Most of the prototypes that failed the feasibility test are scattered among zones and development assumptions, with a few noteworthy exceptions:

- Residential results in DT-OB-A have a 57% pass rate, with most of the failed prototypes clustered among the smaller parcel sizes.
- DT-O-2, DT-OLB C and DT-OLB S all show a set of residential prototypes that fail across most or all of the development assumptions for a single parcel size.

Examination of the results in the DT-O-2, DT-OLB zones showed that most failed prototypes were within 10% of the threshold land value and that the parcel size in combination with the

RESULTS: PRELIMINARY NEW BASE

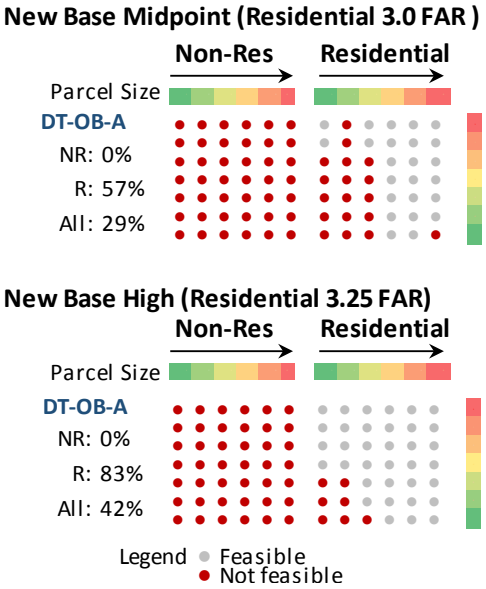


code assumptions resulted in less efficient development in terms of how much of the available FAR was captured. In other words, it seems likely that an actual project design effort, as opposed to the simple rules-based prototype generator, would be able to produce a feasible residential option for these parcel sizes.

The issue with the residential uses in DT-OB-A (shown at right) was more concerning, as this is a zone where current code largely eliminates nonresidential uses and so having a Base FAR scenario which only generates a 57% pass rate would be problematic. In discussing these concerns with City staff, it was decided to change the preliminary Base FAR to 3.25 (New Base High).

As a result of these policy adjustments, the Preliminary Base zoning assumptions shown in the table at right will be used in the Incentive Analysis.

DT-OB-A Midpoint vs High



Base Zoning Assumptions for Incentive Analysis

Proforma Developments		Floor Area Ratio				Building Height				
Downtown Land Use District	Building Type	Current Basic FAR	Current Max FAR	New Base FAR	New Max FAR (Proposed)	Current Basic Height	Current Max Height & Max Height with "15'/15% rule" as applicable	New Max Height Including "15'/15% rule" as applicable (Proposed)	New Basic Height	Building Height Trigger for Additional Code Requirements
DT-O-1	Nonresidential	5.0	8.0	6.75	8.0	200'	345'/450'	600'	345'	345'
	Residential	5.0	Unlimited; effectively ~10.0	8.5	10.0	200'	450'	600'	450'	450'
DT-O-2 North of NE 8th Street	Nonresidential	4.0	6.0	5.0	6.0	150'	250'/288'	460'	288'	288'
	Residential	4.0	6.0	5.0	6.0	150'	250'/288'	460'	288'	288'
DT-MU	Nonresidential	0.5	3.0	3.25	5.0	60'	100'/115'	230'	115'	115'
	Residential	2.0	5.0	4.25	5.0	150'	200'/230'	288"	230'	230'
DT-MU with Perimeter Overlay A-1	Nonresidential	0.5	1.0	1.0	1.0	30'	40'	40'	40'	N/A
	Residential	2.0	3.5	3.0	3.5	30'	55'	55'	55'	N/A
DT-OB with Perimeter Overlay B-1	Nonresidential	0.5	1.0	1.0	1.0	30'	65'/72'	72'	72'	N/A
	Residential	2.0	5.0	4.25	5.0	45'	90'/99'	99'	99'	N/A
DT-OB with Perimeter Overlay A-2	Nonresidential	0.5	1.0	1.0	1.0	30'	40'	40'	40'	N/A
	Residential	2.0	3.5	3.25	3.5	30'	55'	70'	55'	55'
DT-OLB Central (between NE 4th and NE 8th)	Nonresidential	0.5	3.0	2.5	6.0	75'	75'/90'	403'	90'	90'
	Residential	2.0	3.0	2.5	6.0	75'	90'/105'	403'	105'	105'
DT-OLB South (between Main St and NE 4th)	Nonresidential	0.5	3.0	2.5	5.0	75'	75'/90'	230'	90'	90'
	Residential	2.0	3.0	2.5	5.0	75'	90'/105'	230'	105'	105'

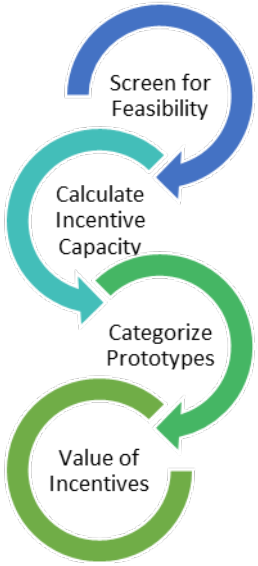
Analysis of Incentive Capacity

With a preliminary base zoning framework in place, it is possible to explore the implications for the incentive zoning component of the proposed zoning changes. Toward this end, the analysis considers two key issues: (1) with the capacity available under the New Max zoning proposal, how much additional development might be possible, given the New Base zoning; and, (2) what is the potential value of the additional building capacity?

The approach to analyzing the potential available capacity builds on the New Base analysis by creating a set of project prototypes for the New Max zoning that can then be compared with the Preliminary New Base zoning scenario. The two sets of project prototypes, having been generated by applying the same development assumptions, can be used as a matched pair to evaluate the impact of the additional zoning capacity on the scale of the project, the residual land value and the potential incentive value of the additional space. The process follows these steps:

1. Screen out any of the prototype pairs, where either the New Base or New Max scenario does not support the minimum threshold land value. Unless both zoning configurations are feasible, there is no real choice to be made between them.
2. Estimate potential incentive capacity for each of the paired prototypes and screen out any matched pairs where the New Max zoning scenario does not offer both more building square feet and a higher residual land value. If the New Max does not provide for increased space and increased value, then there is no potential incentive.
3. Estimate the full potential value of the new space, by dividing the change in total land value by the change in building space.
4. Screen out any significant outliers, where the value of new space is above $150/SF, that might skew the broader analysis of incentive value.

Incentives Analysis



5. Explore the incentive potential of the New Max zoning by looking at alternatives for how the potential value of new space is divided between the community, in the form of provided amenities and the developer.
6. This final step is critical if the incentive system is to actually operate as an incentive. **The challenge that all incentive programs face is to determine where the offsetting profit of additional project size is less than, equal to, or greater than in an incentive zoning program compared to a situation where there is no density bonus under the base zoning.** In other words, unless there is a real return to the developer, there will be no incentive to participate.

Available Incentive Capacity

The table on the next page presents the zoning parameters for the new incentive system. There is a mix of proposed new maximum zoning changes, depending on the downtown zone. There are only three instances where the New Max FAR is greater than the Current Max FAR – nonresidential in DT-MU, and all uses in DT-OLB Central and DT-OLB South.

In all zones, except nonresidential in DT-OB perimeter and residential DT-OB-B, there is a proposed increase in the height limit under the New Max zoning, and the introduction of a Trigger Height. A project that exceeds a Trigger Height would be subject to additional requirements, regardless if it does so under base or incentive zoning. The trigger is set at the Current Max Height.

As a result of the higher base zoning FAR and the limited proposed changes in New Max FAR, some zones will be left with a small Bonus FAR. Also, there are some zones that see a raised height limit under Max Zoning, but no increase in Max FAR, and three that would see a sizeable increase in both Max FAR and Max Height – nonresidential in DT-MU, and all uses in DT-OLB Central and DT-OLB South.

Incentive Zoning Capacity

Proforma Developments		Floor Area Ratio					Building Height				
Downtown Land Use District	Building Type	Current Basic FAR	Current Max FAR	New Base FAR	New Max FAR (Proposed)	Bonus FAR	Current Basic Height	Current Max Height & Max Height with "15'/15% rule" as applicable	New Max Height Including "15'/15% rule" as applicable (Proposed)	New Basic Height	Building Height Trigger for Additional Code Requirements
DT-O-1	Nonresidential	5.0	8.0	6.75	8.0	1.25	200'	345'/450'	600'	345'	345'
	Residential	5.0	Unlimited; effectively ~10.0	8.5	10.0	1.5	200'	450'	600'	450'	450'
DT-O-2 North of NE 8th Street	Nonresidential	4.0	6.0	5.0	6.0	1.0	150'	250'/288'	460'	288'	288'
	Residential	4.0	6.0	5.0	6.0	1.0	150'	250'/288'	460'	288'	288'
DT-MU	Nonresidential	0.5	3.0	3.25	5.0	1.75	60'	100'/115'	230'	115'	115'
	Residential	2.0	5.0	4.25	5.0	0.75	150'	200'/230'	288"	230'	230'
DT-MU with Perimeter Overlay A-1	Nonresidential	0.5	1.0	1.0	1.0	0.0	30'	40'	40'	40'	N/A
	Residential	2.0	3.5	3.00	3.5	0.5	30'	55'	55'	55'	N/A
DT-OB with Perimeter Overlay B-1	Nonresidential	0.5	1.0	1.0	1.0	0.0	30'	65'/72'	72'	72'	N/A
	Residential	2.0	5.0	4.25	5.0	0.75	45'	90'/99'	99'	99'	N/A
DT-OB with Perimeter Overlay A-2	Nonresidential	0.5	1.0	1.0	1.0	0.0	30'	40'	40'	40'	N/A
	Residential	2.0	3.5	3.25	3.5	0.25	30'	55'	70'	55'	55'
DT-OLB Central (between NE 4th and NE 8th)	Nonresidential	0.5	3.0	2.5	6.0	3.5	75'	75'/90'	403'	90'	90'
	Residential	2.0	3.0	2.5	6.0	3.5	75'	90'/105'	403'	105'	105'
DT-OLB South (between Main St and NE 4th)	Nonresidential	0.5	3.0	2.5	5.0	2.5	75'	75'/90'	230'	90'	90'
	Residential	2.0	3.0	2.5	5.0	2.5	75'	90'/105'	230'	105'	105'

As a result of these disparate changes among the downtown zones, there is likely to be some significant variation in potential incentive capacity under the New Max zoning configuration. The table below presents a comparison of the matched pair (proposed New Base to New Max) project prototypes that survived the screening process described earlier. Some noteworthy observations:

- Nonresidential in DT-OB-A and DT-OB-B are essentially no longer in the incentive system, since there is no difference between New Base and New Max FAR and heights
- Of the remaining zones, 91% of the nonresidential pairs satisfied all of the screening tests, while only 50% of the residential pairs made it through
- The biggest factor in the residential outcome is the fact that almost all of the residential prototypes in DT-OLB zones failed one or more of the screens.
- The other zones with fewer than 80% of paired prototypes to survive include residential in DT-MU, DT-O-2, DT-OB-B and nonresidential in DT-O-2. In each case, there is no proposed increase in Max FAR and the Base FAR increased significantly.
- Of the prototype pairs that survived, there is a considerable amount of new building square footage added under the New Max prototypes, and a corresponding bump in the overall built FAR. Built FAR includes gross square feet associated with exempt retail uses.

Estimated Change In Capacity, Screened Prototype Pairs

	Incentive Capacity (FAR)	Project Prototypes			Building GSF (Base)	Building GSF (Max)	Built FAR (Base)	Built FAR (Max)
		Total	Potential Incentive No.	Potential Incentive Pct				
NON-RESIDENTIAL								
DT-O-1	1.25	42	35	83%	14,140	16,670	6.64	7.83
DT-O-2	1.00	42	33	79%	9,510	11,530	4.88	5.91
DT-MU	1.75	42	40	95%	6,310	9,430	3.08	4.60
DT-OB-A	0.00	--	--	--	--	--	--	--
DT-OB-B	0.00	--	--	--	--	--	--	--
DT-OLB C	3.50	42	42	100%	7,410	16,270	2.65	5.81
DT-OLB S	2.50	42	42	100%	7,410	13,590	2.65	4.85
All Non-Residential		210	192	91%	44,780	67,490	3.82	5.75
RESIDENTIAL								
DT-O-1	1.50	42	29	69%	13,070	15,800	8.02	9.69
DT-O-2	1.00	42	31	74%	8,870	10,930	4.82	5.94
DT-MU	0.75	42	24	57%	6,740	7,910	4.27	5.01
DT-OB-A	0.25	42	35	83%	6,480	7,100	3.26	3.57
DT-OB-B	0.75	42	27	64%	4,590	5,140	4.14	4.63
DT-OLB C	3.50	42	0	0%	0	0	--	--
DT-OLB S	2.50	42	2	5%	120	200	2.40	4.00
All Residential		294	148	50%	39,870	47,080	4.87	5.76

In reviewing the results of the incentive analyses, it is important to note that these increases represent the change between the New Base and New Max prototypes and don't reflect what could actually fit within developable land in each zone. The approach is designed to explore how the incentives in the proposed incentive system might work. By looking at many project prototype combinations, the goal is to see how the new zoning might affect a wide range of potential development opportunities.

DT-OLB Special Considerations. The only significant concern that emerged from the screening process, was the situation with residential uses in the DT-OLB zones. Given the very significant increase in FAR and heights allowed in the zone, the results seemed counterintuitive.

After digging into the individual prototype analyses, it became clear that the New Max zoning prototypes were appropriately building out to use the new capacity, but the revenues generated were not sufficient to support the higher scale development. In particular, there was not only a big increase in building square footage, but construction shifted from lower density wood frame to high-rise development.

Further, the income and construction costs were calibrated based on Current Max zoning and current threshold land values, which are the lowest of all downtown zones, while the Max Zoning configuration is more consistent with higher value downtown zones. As a result, under the combined effect of the calibration process and the significant upzone that is proposed, the New Max zoning RLV estimates do not adequately capture the impact of the proposed changes in the DT-OLB zones.

Given that this is the only place where there is such a dramatic upzone, it was decided to modify the income and construction cost factors for the residential uses only in the DT-OLB zones. To make a modification that still fit within the overall analytic structure, the rent and construction cost assumptions were aligned with the other downtown zone that was closest in terms of New Max zoning. As a result, the DT-O-2 income and construction cost assumptions are used for the New Max zoning assumptions for DT-OLB Central and DT-MU is used for DT-OLB South. In both cases, the RLV analysis of the New Max zoning are the only ones where this change is made.

Estimated Value of Incentive Capacity

After making the adjustment to the income and construction cost factors in the DT-OLB zones and re-estimating the residual land value, the total number of matched pairs increased significantly for residential uses. The exhibit to the right presents the estimated value of the incremental capacity added through the incentive system. Some important points:

- Each zone and use resulted in a good sample size for use in estimating potential value of the incentive capacity.
- The estimated value represents the **total value** of the additional space and is determined by taking the increase in land value under New Max divided by the added square feet.
- The estimates are based on the total incremental change in land values and square feet by zone and use, and so account for the variations in building scale among the prototype pairs.
- Overall average values per building square foot of the new capacity range from a $43.50 to a high of $86.50 depending on the zone and use.
- These represent the value of using the Max Zoning capacity, both FAR and Height, as compared to what was possible under base zoning, considering that both were trying to build as much as possible given the development assumptions – floor plate sizes and intensity of development – that generated each prototype pair.

Estimated Value of Incentive Capacity, Screened Prototype Pairs

	Incentive Capacity (FAR)	Project Prototypes			Change in RLV ('000)	Change in Built SF ('000)	Added Value ($/GSF)
		Total	Potential Incentive No.	Pct			
NON-RESIDENTIAL							
DT-O-1	1.25	42	35	83%	$216,400	2,530	$85.50
DT-O-2	1.00	42	33	79%	$171,300	2,020	$85.00
DT-MU	1.75	42	40	95%	$189,100	3,120	$60.50
DT-OB-A	0.00	--	--	--	--	--	--
DT-OB-B	0.00	--	--	--	--	--	--
DT-OLB C	3.50	42	42	100%	$487,600	8,860	$55.00
DT-OLB S	2.50	42	42	100%	$355,600	6,180	$57.50
All Non-Residential		210	192	91%	$1,420,000	22,710	$62.50
RESIDENTIAL							
DT-O-1	1.50	42	29	69%	$237,100	2,740	$86.50
DT-O-2	1.00	42	31	74%	$149,000	2,070	$72.00
DT-MU	0.75	42	24	57%	$66,300	1,170	$56.50
DT-OB-A	0.25	42	35	83%	$44,000	610	$72.00
DT-OB-B	0.75	42	27	64%	$36,000	550	$65.50
DT-OLB C	3.50	42	37	88%	$572,700	8,000	$71.50
DT-OLB S	2.50	42	37	88%	$270,800	6,200	$43.50
All Residential		294	220	75%	$1,375,900	21,340	$64.50
OVERALL							
DT-O-1		84	64	76%	$453,500	5,270	$86.00
DT-O-2		84	64	76%	$320,300	4,090	$78.50
DT-MU		84	64	76%	$255,400	4,290	$59.50
DT-OB-A		42	35	83%	$44,000	610	$72.00
DT-OB-B		42	27	64%	$36,000	550	$65.50
DT-OLB C		84	79	94%	$1,060,300	16,860	$63.00
DT-OLB S		84	79	94%	$626,400	12,380	$50.50
All Zones		504	412	82%	$2,795,900	44,050	$63.50

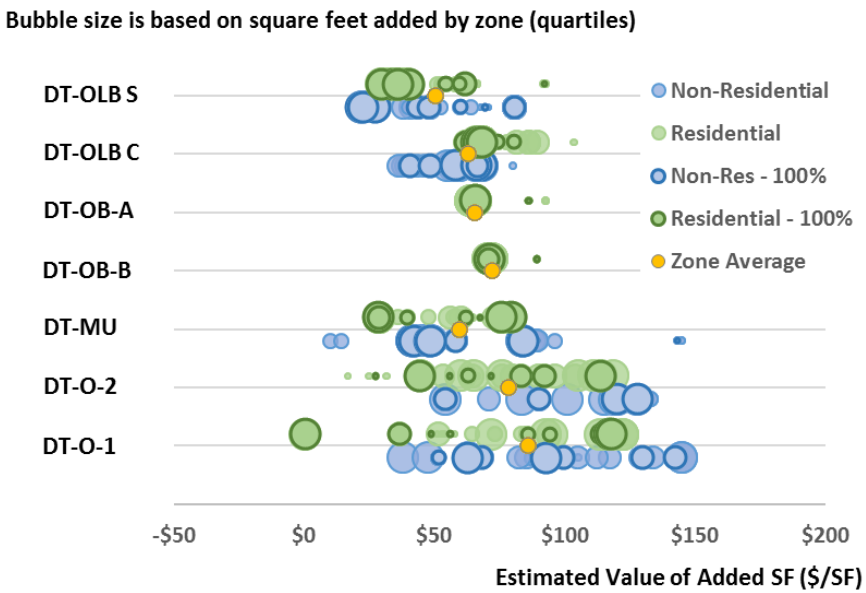
The other important factor to consider is how the estimated incremental value of the incentive space is distributed among the screened pair prototypes by zone and use. The exhibit below shows the additional value per added square foot and clearly shows that these values can range widely by use and according to the specific development parameters of the various prototypes. Some additional observations:

In most zones there is a wide range of estimates for the total value of the new space:

- In some zones the range skews higher for residential prototype pairs and others with nonresidential pairs.
- The overall average value by zone presented in the prior exhibit is shown as a yellow dot, which helps to show the variation within the zone around the average.
- Finally, the prototypes developed assuming the project was trying to achieve 100% of available FAR are shown with the highlighted outline. In some zones, these prototype pairs are distributed in a similar way as the others, while a few show a bit more of a distinctive spread.

A key take-away from this view of the estimated value of the potential incentive capacity is that at whatever value the City chooses to set the exchange rate, there will likely be some projects in every zone where the exchange rate will be too high to justify using the incentive capacity and some projects will likely be developed under the new much higher base.

Distribution of Value Added By Use and Zone



Implications for Utilization of Incentive Capacity

The final step is to explore the issue of how the incentive system might actually be used, based on a range of "exchange values" that might be set by code. Toward this end, potential utilization of

the available incentive capacity under the new zoning configurations is evaluated by considering how many of the various prototype pairs might be developed at the higher density offered in the incentive system at different levels of amenity costs.

In the accompanying exhibit a selection of hypothetical amenity costs (exchange value) are held constant across the zones and uses. Assuming that developers require a minimum margin of 50%, the analysis determines how many of the prototype pairs would be developed using the incentive zoning.

The 50% margin suggests that splitting the incremental value from the incentive system equally would represent a financially viable standard for the average builder. The analysis suggests that:

- At an exchange value of $25/SF, a reasonably high number of projects could be expected to choose to participate in the incentive system, with some variation among zones and uses.

Implications for Incentive Zoning Utilization at Different Exchange Rates

	Incentive Capacity (FAR)	Project Prototypes			Added Value ($/GSF)	Potential Use of Incentive Capacity Assuming Minimum 50% Return							
		Total	Potential Incentive No.	Pct		$20/sf		$25/sf		$30/sf		$35/sf	
NON-RESIDENTIAL													
DT-O-1	1.25	42	35	83%	$85.50	34	*81%*	33	*79%*	18	*43%*	16	*38%*
DT-O-2	1.00	42	33	79%	$85.00	33	*79%*	33	*79%*	14	*33%*	14	*33%*
DT-MU	1.75	42	40	95%	$60.50	38	*90%*	27	*64%*	20	*48%*	20	*48%*
DT-OB-A	0.00	--	--	--	--	--	--	--	--	--	--	--	--
DT-OB-B	0.00	--	--	--	--	--	--	--	--	--	--	--	--
DT-OLB C	3.50	42	42	100%	$55.00	38	*90%*	26	*62%*	15	*36%*	7	*17%*
DT-OLB S	2.50	42	42	100%	$57.50	35	*83%*	27	*64%*	25	*60%*	19	*45%*
All Non-Residential		210	192	91%	$62.50	178	*85%*	146	*70%*	92	*44%*	76	*36%*
RESIDENTIAL													
DT-O-1	1.50	42	29	69%	$86.50	26	*62%*	24	*57%*	18	*43%*	17	*40%*
DT-O-2	1.00	42	31	74%	$72.00	27	*64%*	24	*57%*	22	*52%*	16	*38%*
DT-MU	0.75	42	24	57%	$56.50	18	*43%*	17	*40%*	15	*36%*	8	*19%*
DT-OB-A	0.25	42	35	83%	$72.00	35	*83%*	35	*83%*	35	*83%*	35	*83%*
DT-OB-B	0.75	42	27	64%	$65.50	27	*64%*	27	*64%*	27	*64%*	6	*14%*
DT-OLB C	3.50	42	37	88%	$71.50	37	*88%*	37	*88%*	37	*88%*	20	*48%*
DT-OLB S	2.50	42	37	88%	$43.50	21	*50%*	21	*50%*	14	*33%*	4	*10%*
All Residential		294	220	75%	$64.50	191	*65%*	185	*63%*	168	*57%*	106	*36%*
OVERALL													
DT-O-1		84	64	76%	$86.00	60	*71%*	57	*68%*	36	*43%*	33	*39%*
DT-O-2		84	64	76%	$78.50	60	*71%*	57	*68%*	36	*43%*	30	*36%*
DT-MU		84	64	76%	$59.50	56	*67%*	44	*52%*	35	*42%*	28	*33%*
DT-OB-A		42	35	83%	$72.00	35	*83%*	35	*83%*	35	*83%*	35	*83%*
DT-OB-B		42	27	64%	$65.50	27	*64%*	27	*64%*	27	*64%*	6	*14%*
DT-OLB C		84	79	94%	$63.00	75	*89%*	63	*75%*	52	*62%*	27	*32%*
DT-OLB S		84	79	94%	$50.50	56	*67%*	48	*57%*	39	*46%*	23	*27%*
All Zones		504	412	82%	$63.50	369	*73%*	331	*66%*	260	*52%*	182	*36%*

Note: For comparison purposes, the current fee-in-lieu amount for providing amenities in Bel-Red is between $15-$18 per SF and the affordable housing fee in South Lake Union is $25 per SF

- As the exchange value increases, the number of potential participating prototypes drops off, with more projects choosing to build under base zoning.
- At a $30/SF exchange rate there would still be about 50% of the prototype pairs that might participate, though the rate in some zones has dropped well below 50%.

NEW SECTION ADDED January 17, 2017
Implications of Additional Allowed Building Height

As discussed previously, in some zones the proposed code changes would increase both FAR and height, while in others the zoning change allows increased height only. The principal objective of the incentive system is to offer additional building capacity in exchange for the provision of some public benefit. While increased maximum height does not necessarily translate to additional development capacity, it likely would in some cases where current height limits make it difficult to achieve the FAR allowed. This may be a more common occurrence as available development sites get smaller as well.

A new feature of the draft Downtown Land Use Code is the concept of a trigger height that would be set to the current maximum building height in zones where additional height is proposed. If a project were to exceed the trigger height, there would be special open space requirements, and floor plates above the trigger height would need to be reduced, consistent with the CAC recommendations that increased height results in better urban design outcomes.

Beyond allowing for projects to use more of the allowed FAR, there is also the question of whether there might be value in building taller, even when there is not a material difference in total building square footage. As discussed earlier, there is evidence that rents and costs both increase with the height of buildings, and there is anecdotal evidence of prestige properties, both residential and office, commanding substantial premiums for space at or near the top of high rise towers. For example, in San Francisco the top floors of the most prestigious office buildings are renting in the low $100s/SF; a 33% premium above the average asking rents of $75/SF.

The following analysis seeks to further explore the increment of value that could be attributable to height in the way that FAR is valued in the incentive system, particularly considering whether it might be possible to exceed the trigger height in some zones with the increased base FARs. In such cases, a project would be exceeding current maximum building heights but not participating in the incentive system.

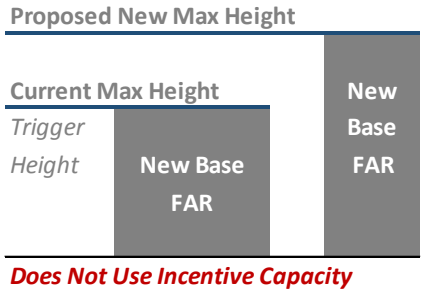
To test the potential implications of the proposed new building height limits, two comparisons were developed, where the FAR is held constant and the building height is varied between the Current Max (also the trigger building height in most zones) and the proposed New Max height. As illustrated in the exhibit to the right, one scenario compares how the proposed New Height might be used assuming the New Base FAR, and the other assumes the New Max FAR. In the first comparison, a project would potentially make use of the proposed height above the current maximum height, but not use any of the FAR capacity allowed through the incentive system.

Since some zones and uses are unaffected by the proposed new building height, the height analysis is limited to the following subset of affected zones:

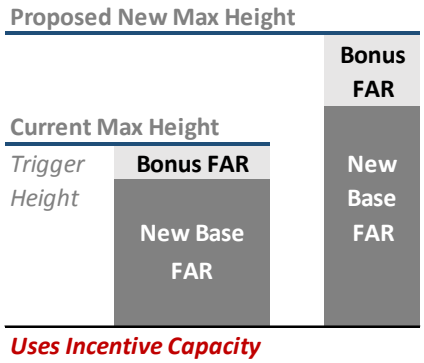
- **Zoning increases Max height without an increase in Max FAR.** All uses in DT-O-1 and DT-O-2, and residential only in DT-MU and DT-OB-A.
- **Zoning increases Max height and Max FAR.** All uses in DT-OLB Central and DT-OLB South, and nonresidential only in DT-MU.

By focusing on this subset of zones and isolating the change in height, it is possible to gain some insights into the relative value of increased height in relation to the value estimated for the incentive system overall.

Testing New Height Implications (New Base FAR)



Testing New Height (Max FAR)



Utilization of Proposed Additional Height

The table on the right shows how the New Base and New Max zoning configurations may be influenced by the availability of the proposed new height limits.

Development Using Base FAR. Not surprisingly, when projects are limited to the development capacity allowed in the New Base FAR, there are relatively few prototypes that might benefit from the additional height. However, 27% of the prototypes tested did adjust to the availability of the additional height, with the majority showing increases in both built height and built FAR (within the New Base zoning). This suggests that at least in some combinations of parcel size and development assumptions (floor plate sizes and development intensity), additional height will help maximize the value of the new Base FAR.

Within this group of prototypes, a much smaller number of prototypes adapted to capture additional height without increasing square footage. These prototypes essentially stacked the building area taller, in most cases by switching from a two tower configuration to a single tall building. Again, these prototypes showed a value in increased performance from the Max Height, even at new Base FAR levels.

New Max FAR. Shifting to the results for the comparisons using the New Max FAR, shows a similar pattern, but with many more prototypes making use of the additional height. Interestingly, the number using height alone remains small, while those using both height and FAR represent the majority of prototypes evaluated.

Implications for Utilization of New Max Height Limits

	Total Prototypes	No Change	Using Height Only	Using Height & FAR	Pct Using Height
BASE FAR COMPARISONS (Vary Height, Constant New Base FAR)					
ZONES WHERE HEIGHT INCREASE, BUT NO INCREASE TO MAX FAR					
DT-O-1 (all uses)	84	64	10	10	24%
DT-O-2 (all uses)	84	60	5	19	29%
DT-MU (Res)	42	30	5	7	29%
DT-OB-A (Res)	42	36	0	6	14%
ZONES WHERE BOTH MAX HEIGHT AND FAR INCREASE					
DT-MU (Non-res)	42	29	0	13	31%
DT-OLB C (all uses)	84	55	7	22	35%
DT-OLB S (all uses)	84	65	0	19	23%
Sub-total	**462**	**339**	**27**	**96**	**27%**
MAX FAR COMPARISONS (Vary Height, Constant Max FAR)					
ZONES WHERE HEIGHT INCREASE, BUT NO INCREASE TO MAX FAR					
DT-O-1 (all uses)	84	60	11	13	29%
DT-O-2 (all uses)	84	46	11	27	45%
DT-MU (Res)	42	31	5	6	26%
DT-OB-A (Res)	42	35	0	7	17%
ZONES WHERE BOTH MAX HEIGHT AND FAR INCREASE					
DT-MU (Non-res)	42	7	0	35	83%
DT-OLB C (all uses)	84	0	0	84	100%
DT-OLB S (all uses)	84	2	4	78	98%
Sub-total	**462**	**181**	**31**	**250**	**61%**
GRAND TOTAL	924	**520**	**58**	**346**	**44%**

Approximately 61% of the New Max zoning prototypes in the affected zones (281 of 462) were benefitting in some way due to the change in the maximum height limit. In other words, most of the prototypes generated using the proposed New Max zoning in this subset of zones are using both the incentive system and the additional available height. As such, these projects would be investing in public amenities while pursuing additional height and bonus FAR.

The other 39% (181 of 462) resulted in identical project characteristics under both height limit scenarios, suggesting that the current maximum height was not a limiting factor in trying to maximize FAR based on the development assumptions for the prototype. Almost all of these occurred in zones where the Max Height is proposed to increase, but there would be no change in Max FAR.

Also, it is worth noting that in approximately 90% of these cases, the prototypes still show an increase in RLV relative to the New Base FAR. Thus, most of the prototypes that do not take advantage of the increased Max Height in the affected zones could still participate in the incentive system.

All of the height affected zones had New Max FAR zoning prototypes that were able to use the height to add capacity to make use of available FAR. However, there is a substantial difference between zones where only the Max Height is increasing compared to those where both height and FAR go up. In zones where both Max FAR and Max Height are increasing, almost all of the prototypes made use of both. This result suggests that the extra height is a key factor for DT-OLB and DT-MU nonresidential in supporting the increased FAR, and consequently the incentive system, in these zones.

In zones where only the Max Height is increasing and there is no addition to the Max FAR almost half did realize added value from the additional height, with the balance split between those using both height and FAR and those using height only.

The remaining 31 prototypes (11% of those making use of the additional height) did so without increasing building gross square feet (GSF). Of these, 4 prototypes (all in DT-OLB South) did marginally worse in terms of residual land value when compared to the capped height scenario, leaving 27 prototypes that saw an increase in residual land value by exceeding the trigger height without adding GSF. While these represent a small share of all prototypes evaluated, they do support the proposition that greater height could add value, even when there is no corresponding increase in building square feet.

The common characteristic among these prototypes is that the additional height allowed for the option to build one tall building as opposed to splitting into a two tower configuration to use the

available FAR. In many of these cases, there is a marginal reduction in GSF in the single tower configuration, with the incremental value coming partly from how the marginally higher revenues and costs for buildings above 20 stories. These occurrences are limited to the DT-O-1, DT-02, and residential uses in DT-MU, where height is increasing but not FAR. In all of these cases, the extra height alone could add significant value to the project.

Potential Value of Additional Height

Based on the how the proposed increases in Max Height might be used, there appears to be some meaningful contribution to value that might be attributable to the height component. This seems to be the case regardless of whether the development capacity is limited by the base zoning FAR or the proposed maximum FAR under the incentive zoning system.

Estimates of the potential incremental value of exceeding the threshold building height were developed for the base FAR and maximum FAR scenarios. In all cases, the prototypes are screened to ensure that they generate a residual land value of at least the threshold market value for the zone. The estimated value that is attributable to height is estimated as follows:

- **Change in RLV <u>divided by</u> GSF in floors above trigger building height, where:**
  - Change in RLV is equal to the residual land value of the prototype that exceeds trigger building height less RLV of prototype limited to current maximum height, with all other assumptions held constant; and,
  - The GSF is equal to the number of floors above the trigger building height multiplied by the floor plate size for these floors (90% of the prototype floor plate assumption for zone and use up to the trigger building height).

For each of the development capacity scenarios, project prototypes were further organized into three distinct categories: (1) prototype projects that exceed the trigger building height, but there is no increase in gross square feet; (2) projects in a zone with no proposed increase in Max FAR, that exceed the trigger building height and use more of the allowed FAR; and (3) projects in a zone with a proposed increase in Max FAR, that exceed the trigger building height and use more of the

allowed FAR. By organizing the results in this way, it may be possible to parse some of the nuances of how value might relate to height and FAR, particularly where there are such significant variations among many of the downtown zones.

To provide context, the estimated value that could be attributed to changes in height are compared to the FAR-based estimates by land use zone from the earlier incentive analysis. It is important to keep in mind that, while both the height-based and FAR-based estimates are presented as a $/GSF value, they are measuring different things. The height-based value is the incremental value of land divided by the gross square feet in floors above the trigger building height. The FAR-based estimate is the incremental value of land divided by the gross square feet beyond what is allowed under the base FAR, which may or may not include some GSF above the trigger building height.

In effect the two value measures are capturing different concepts of potential incremental value associated with an expansion of development rights. While both height and FAR limits will influence the value of a prospective project (and consequently the value of land), these zoning limitations are inter-related. Depending on the site characteristics, height, FAR or some combination of the two could a limiting factor in maximizing the value of a potential development opportunity.

For example, a project on a small site may benefit significantly by gaining access to additional height because it cannot use even the base FAR allowed under current maximum heights. Conversely, a large site, that is not particularly constrained by the maximum height limit, would benefit primarily by gaining access to additional FAR.

Also, the average values by zone are based on a different collection of prototypes. The FAR-based estimates used all prototypes where the residual land value for both base and maximum zoning was greater than the feasibility threshold value and the maximum zoning scenario resulted in a larger project and a higher residual land value than the base zoning. In the height analysis, there is a similar comparison, but only for prototypes that can use the extra height in either the base or maximum zoning configurations. As a result, the comparison of height-based versus FAR-based incremental value estimates are used to highlight these alternative ways of considering the possible source of incremental land values resulting from a change in height and/or FAR.

The results of this analysis are presented in the table below. In almost all of the scenarios evaluated, the estimated value that might be attributable to height is lower than the values previously estimated in the FAR-based analysis. This is not surprising, since FAR-based analysis would have included prototypes that used both additional height and FAR under the maximum zoning scenarios. What this suggests is that height is likely a valuable contributor in the cases studied, but that development capacity (FAR) is likely the more significant factor affecting the underlying value of land.

Assessment of Potential Value Attributable to New Max Heights

	HEIGHT IMPACT (New BASE FAR)			FAR-based Incentive		HEIGHT IMPACT (New MAX FAR)			FAR-based Incentive	
	Change RLV ('000)	GSF ('000) abv Trigger	Value ($/GSF)	Value ($/GSF)	Height to FAR	Change RLV ('000)	GSF ('000) abv Trigger	Value ($/GSF)	Value ($/GSF)	Height to FAR
VALUE CHANGED ONLY WITH HEIGHT (All Zones)										
DT-O-1 (all uses)	$160,000	3,200	$50.00	$86.00	0.581	$207,500	3,640	$57.00	$86.00	0.663
DT-O-2 (all uses)	$45,800	1,110	$41.50	$78.50	0.529	$106,800	2,650	$40.50	$78.50	0.516
DT-MU (Res)	$13,000	740	$17.50	$75.33	0.232	$12,800	740	$17.50	$75.33	0.232
DT-OLB C (Res)	$4,900	4,900	$1.00	$71.50	0.014	--	--	--	--	--
Sub-total	**$218,800**	**5,050**	**$43.50**	**$80.00**	**0.544**	**$327,100**	**7,030**	**$46.50**	**$80.00**	**0.581**
VALUE CHANGED WITH HEIGHT & GSF (Zones with No Proposed Increase in Max FAR)										
DT-O-1 (all uses)	$64,000	970	$66.00	$86.00	0.767	$164,000	2,700	$60.50	$86.00	0.703
DT-O-2 (all uses)	$106,800	2,780	$38.50	$78.50	0.490	$221,000	5,120	$43.00	$78.50	0.548
DT-MU (Res)	$13,800	320	$43.00	$56.50	0.761	$15,100	330	$46.00	$56.50	0.814
DT-OB-A (Res)	$11,300	70	$161.50	$60.50	2.669	$19,000	90	$211.00	$60.50	3.488
Sub-total	**$195,900**	**4,140**	**$47.50**	**$79.50**	**0.597**	**$419,100**	**8,240**	**$51.00**	**$79.50**	**0.642**
VALUE CHANGED WITH HEIGHT & GSF (Zones with Proposed Increase in Max FAR)										
DT-MU (Non-res)	$11,300	1,480	$7.50	$72.00	0.104	$144,600	3,130	$46.00	$72.00	0.639
DT-OLB C (Res)	$64,300	1,990	$32.50	$71.50	0.455	$449,800	10,280	$44.00	$71.50	0.615
DT-OLB C (Non-res)	$2,900	250	$11.50	$43.50	0.264	$238,900	9,760	$24.50	$43.50	0.563
DT-OLB S (Res)	$36,300	1,740	$21.00	$55.00	0.382	$120,400	4,590	$26.00	$55.00	0.473
DT-OLB S (Non-res)	$2,900	250	$11.50	$57.50	0.200	$116,200	3,040	$38.00	$57.50	0.661
Sub-total	**$117,700**	**5,710**	**$20.50**	**$58.00**	**0.353**	**$1,069,900**	**30,800**	**$34.50**	**$58.00**	**0.595**
GRAND TOTAL	**$532,400**	**14,900**	**$35.50**	**$63.50**	**0.559**	**$1,816,100**	**46,070**	**$39.50**	**$63.50**	**0.622**

Overall, the ratio of the height-based value estimates is approximately 56% of the FAR-based estimates in the prior incentive analysis ($35.50/GSF vs $63.50/GSF) for the new base FAR scenarios and approximately 62% of the FAR-based estimates ($39.50/GSF vs $63.50/GSF) for the new maximum FAR scenarios. This pattern where the base FAR scenarios seem to benefit less from the new height than the maximum FAR scenarios generally holds in most of the cases studied.

Generally, the height-based values are a higher share of the overall FAR-based values for the zones and/or uses that are not proposed to get access to increased maximum FAR. For example, residential uses in DT-MU, where maximum FAR is not proposed to change, benefit to a greater degree from access to additional height compared to non-residential uses in the same zone, where the maximum FAR is proposed to increase from 3.0 to 5.0.

The relative value of allowing additional height generally falls between 10% and 60%, when considering zones and/or principal uses where additional height seemed to impact the largest number of prototypes. Some additional observations:

- Even in scenarios where only the height was changing, average value for GSF in floors above the trigger generally ranges from 50% to 60% of the FAR-based value.
- In scenarios where both height and FAR are increasing, the average values show a wider spread than the height only scenarios, but still generally fall in a range from 50% to 70%.
- For most zones, the estimated value attributable to exceeding the trigger building height is greater under the maximum FAR scenarios than under base FAR scenarios, even for prototypes where only the height changes. This may suggest that the relative value of height alone, is less than the overall value of additional development capacity. The best example of this may be in DT-O-1.
    - In DT-O-1, there were several prototypes in both FAR scenarios that took advantage of new height, but did not add GSF in doing so. In the base FAR scenario, the height-based value is estimated at $50/GSF (or 58% of the FAR-based value) and the maximum FAR scenario is estimated at $57/GSF (or 66% of the FAR-based value).

- There were fewer, but still significant number of prototypes that added both height and FAR. Of these, the height-based value is estimated at $66/GSF (or 77% of the FAR-based value) and the maximum FAR scenario is estimated at $60.50/GSF (or 70% of the FAR-based value)

- There are some clear outliers that emerged in this analysis, including:
  - DT-OLB Central had 7 prototypes under the Base FAR that only used height. The combination of a small sample size and the relative mismatch between the Base FAR and the Max Height result in a minimal value.
  - Residential uses in DT-MU and DT-OB-A show very high values, which are almost certainly due to small sample sizes and the relatively small amount of bonusable FAR available.

The overall results suggest that if the City wanted to consider options to use the value of height as part of its incentive zoning framework, it may be reasonable to consider a pricing strategy that sets the exchange rate for GSF above the threshold trigger as a percent of the FAR-based exchange rate.

Implementation Considerations

The other substantive policy issue that emerges is based on the potential value creation of height alone and the fact that it may not be necessary to tap the incentive capacity to use the additional height that is proposed: Should the City consider options for capturing a portion of this new value?

Options for treating added building height include:

1. **Treat height as it is currently treated in the code.** In this option, base zoning would limit building height to current max and the incentive system would allow projects that exceed the base FAR to go up to the new max heights.
   - This would be the simplest approach as it would effectively carry forward the current structure in which each part of the zoning code has a separate height and FAR limit.

- Projects exceeding the trigger height would be need to meet the floor plate reduction and open space requirements, which would also count toward the overall amenity requirements called out by the incentive zoning system.
- The downside is that it would be a disincentive for any builder who wanted to work within the base zoning code but build taller, skinnier towers.

2. **Manage height outside of the incentive zoning system.** As mentioned previously, there is already an emerging framework that has specific requirements of any building that exceeds the trigger height limit. Continuing on this path would raise the question of whether the open space and floor plate reduction requirements are sufficient offsets to allowing a project to go beyond the current maximum heights.
    - Based on the valuation assessment, it may be possible to set an exchange rate that would apply when exceeding the trigger height. Total amenity requirements would then be based on the building gross square feet in floors above the threshold height.
    - Once the amenity requirement was determined, the open space provided could be credited against the requirement and, should the credit be less than the requirement, the applicant would need to suggest other amenities to make up the difference.
    - The challenge with this approach is that a project that is exceeding both the trigger height and the base FAR would then be operating in two separately administered incentive programs. It would be necessary to align the programs to ensure that there was an appropriate allocation of value between the programs. It is important that there is no double counting of incremental value and there are no perverse incentives that might inadvertently shift project designs in an unfavorable way.
3. **Incorporate height into the incentive system.** While not as simple as the first option integrating the trigger height concept into the incentive zoning system could in many ways make it easier to align the programs.
    - Exceeding the trigger height would have the same effect as exceeding the base FAR, namely it would indicate that a project was now participating in the incentive system

- For a project that only exceeds the height trigger but not the base FAR, the amenity requirements would be determined by applying a "height-only" exchange rate for the GSF in the floors above the trigger. As with the other scenarios, the open space requirement for exceeding the trigger height would be credited against the overall amenity requirement.
- For a project that exceeds both the base height and FAR, it would be possible to calculate the amenity requirements both ways to see the relative balance between the use of FAR beyond the base FAR and height beyond the trigger.
    - The FAR-based amenity requirement would be determined by applying the exchange rate to the gross square feet above what is allowed above the base FAR.
    - The Height-based amenity requirement would be determined by applying the exchange rate to the gross square feet for the floors above the trigger height.
    - Since the affected gross square footage and the exchange rates are different, the characteristics of the project will determine which approach would result in a higher amenity requirement, which could then be the requirement for the project.
- Using the greater of the FAR and Height-based amenity requirements, the incentives should align well with the project characteristics and values. For example:
    - A project that exceeds the trigger height by 15 stories, but only needs a small amount of additional square feet beyond the base FAR, would have an amenity requirement in line with the Height-based approach.
    - Conversely, a project that was to achieve close to the maximum FAR, but only needed to go beyond the trigger height by 2 or 3 floors to do it, would have an amenity requirement in line with the FAR-based approach.\

Regardless of how the City might choose to approach the issue of regulating projects that wish to go beyond the trigger height, this analysis does support the concept that height and FAR may have separate but, often inter-related, impacts on land value. Also, in a relatively small, but still significant number of cases, additional height alone could add meaningful value to a project.

Appendix A: RLV Summaries

RLV Summaries

	Non-Res DT-O-1			Res DT-O-1			Non-Res DT-O-2		
SITE CHARACTERISTICS									
Site size	75,000	90,000	105,000	75,000	90,000	105,000	75,000	90,000	105,000
Podium footprint	71,800	85,200	100,200	71,800	85,200	100,200	71,800	85,200	100,200
Podium GSF	115,200	115,200	115,200	101,800	115,200	130,200	65,900	72,600	80,100
Abv-grnd parking GSF	0	0	0	71,800	85,200	100,200	35,900	42,600	50,100
CURRENT MAX									
Gross SF	585,600	705,600	823,000	726,000	880,000	1,022,500	433,200	510,000	558,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	7.8	7.8	7.8	9.7	9.8	9.7	5.8	5.7	5.3
Building height (stories)	24	29	17	24	30	35	19	12	13
Percent of MAX SF	93%	95%	95%	93%	95%	95%	91%	90%	85%
Gross income	34,022,667	41,596,259	47,222,620	23,934,585	29,629,795	35,111,528	25,341,492	29,805,185	32,594,993
Vacancy loss	(1,701,133)	(2,079,813)	(2,361,131)	(1,196,729)	(1,481,490)	(1,755,576)	(1,267,075)	(1,490,259)	(1,629,750)
Operating expenses	(9,757,475)	(11,752,475)	(13,704,250)	(7,389,803)	(9,148,199)	(10,840,684)	(7,223,825)	(8,500,625)	(9,298,625)
NOI	22,564,059	27,763,971	31,157,239	15,348,052	19,000,106	22,515,267	16,850,593	19,814,301	21,666,618
NOI as pct of Gross Income	66.3%	66.7%	66.0%	64.1%	64.1%	64.1%	66.5%	66.5%	66.5%
Project Value	**410,256**	**504,799**	**566,495**	**341,068**	**422,225**	**500,339**	**306,374**	**360,260**	**393,939**
Project Costs	318,263	384,408	449,033	270,890	329,184	400,256	237,640	280,592	307,351
Developer return	47,739	57,661	67,355	40,634	49,378	60,038	35,646	42,089	46,103
Available for land	44,254	62,730	50,107	29,544	43,663	40,045	33,088	37,579	40,485
Return as pct of value	11.6%	11.4%	11.9%	11.9%	11.7%	12.0%	11.6%	11.7%	11.7%
Value to Cost Ratio	1.289	1.313	1.262	1.259	1.283	1.250	1.289	1.284	1.282
Project Value per GSF	$701	$715	$688	$470	$480	$489	$707	$706	$706
Development costs per GSF	$543	$545	$546	$373	$374	$391	$549	$550	$551
Margin for Land per GSF	$157	$171	$143	$97	$106	$98	$159	$156	$155
Residual Value (RVL)/SF Land	$555	$655	$449	$370	$456	$358	$415	$392	$362
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE
FUTURE BASE (HIGH)									
Gross SF	513,600	623,500	723,250	607,500	773,125	888,000	390,000	454,800	510,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	6.8	6.9	6.9	8.1	8.6	8.5	5.2	5.1	4.9
Building height (stories)	21	26	30	41	26	30	17	20	12
Percent of MAX SF	93%	95%	95%	89%	95%	94%	93%	91%	88%
Gross income	29,606,769	36,430,935	42,769,108	21,554,446	25,659,774	29,895,395	22,830,665	26,596,906	29,805,185
Vacancy loss	(1,480,338)	(1,821,547)	(2,138,455)	(1,077,722)	(1,282,989)	(1,494,770)	(1,141,533)	(1,329,845)	(1,490,259)
Operating expenses	(8,560,475)	(10,387,563)	(12,045,906)	(6,654,935)	(7,922,455)	(9,230,203)	(6,505,625)	(7,582,925)	(8,500,625)
NOI	19,565,956	24,221,826	28,584,746	13,821,789	16,454,330	19,170,422	15,183,507	17,684,136	19,814,301
Project Value	**355,745**	**440,397**	**519,723**	**307,151**	**365,652**	**426,009**	**276,064**	**321,530**	**360,260**
Project Costs	278,341	338,854	393,806	235,248	287,940	331,131	213,028	249,175	279,883
Developer return	41,751	50,828	59,071	35,287	43,191	49,670	31,954	37,376	41,982
Available for land	35,653	50,714	66,846	36,615	34,520	45,209	31,082	34,978	38,394
Return as pct of value	11.7%	11.5%	11.4%	11.5%	11.8%	11.7%	11.6%	11.6%	11.7%
Value to Cost Ratio	1.278	1.300	1.320	1.306	1.270	1.287	1.296	1.290	1.287
Project Value per GSF	$693	$706	$719	$506	$473	$480	$708	$707	$706
Development costs per GSF	$542	$543	$544	$387	$372	$373	$546	$548	$549
Margin for Land per GSF	$151	$163	$174	$118	$101	$107	$162	$159	$158
Residual Value (RVL)/SF Land	$447	$530	$598	$459	$361	$405	$390	$365	$344
Market Feasible	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE

RLV Summaries

	Res DT-O-2			Res DT-MU			Non-Res DT-MU-EQ		
SITE CHARACTERISTICS									
Site size	75,000	90,000	105,000	60,000	75,000	90,000	60,000	75,000	90,000
Podium footprint	71,800	85,200	100,200	57,600	71,800	85,200	57,600	71,800	85,200
Podium GSF	116,160	132,240	150,240	85,520	105,410	124,340	69,725	121,606	143,488
Abv-grnd parking GSF	86,160	102,240	120,240	69,120	86,160	102,240	57,600	107,700	127,800
CURRENT MAX									
Gross SF	400,950	537,000	618,000	309,300	378,000	452,500	162,000	202,000	242,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	5.3	6.0	5.9	5.2	5.0	5.0	2.7	2.7	2.7
Building height (stories)	26	17	20	20	12	15	5	6	7
Percent of MAX SF	84%	95%	94%	95%	94%	95%	76%	79%	80%
Gross income	13,816,059	17,947,330	20,576,654	10,341,255	12,528,509	14,900,422	9,579,077	11,903,917	14,228,757
Vacancy loss	(690,803)	(897,366)	(1,028,833)	(517,063)	(626,425)	(745,021)	(478,954)	(595,196)	(711,438)
Operating expenses	(4,265,708)	(5,541,238)	(6,353,042)	(3,192,863)	(3,868,177)	(4,600,505)	(2,715,125)	(3,380,125)	(4,045,125)
NOI	8,859,548	11,508,725	13,194,780	6,631,330	8,033,907	9,554,896	6,384,998	7,928,596	9,472,194
NOI as pct of Gross Income	64.1%	64.1%	64.1%	64.1%	64.1%	64.1%	66.7%	66.6%	66.6%
Project Value	**196,879**	**255,749**	**293,217**	**147,363**	**178,531**	**212,331**	**116,091**	**144,156**	**172,222**
Project Costs	142,320	192,170	221,508	108,190	132,852	159,710	85,188	105,367	125,610
Developer return	21,348	28,826	33,226	16,228	19,928	23,957	12,778	15,805	18,841
Available for land	33,211	34,753	38,483	22,945	25,752	28,664	18,125	22,984	27,770
Return as pct of value	10.8%	11.3%	11.3%	11.0%	11.2%	11.3%	11.0%	11.0%	10.9%
Value to Cost Ratio	1.383	1.331	1.324	1.362	1.344	1.329	1.363	1.368	1.371
Project Value per GSF	$491	$476	$474	$476	$472	$469	$717	$714	$712
Development costs per GSF	$355	$358	$358	$350	$351	$353	$526	$522	$519
Margin for Land per GSF	$136	$118	$116	$127	$121	$116	$191	$192	$193
Residual Value (RVL)/SF Land	$416	$363	$345	$359	$323	$299	$284	$288	$290
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
FUTURE BASE (HIGH)									
Gross SF	399,063	473,875	537,000	281,500	321,450	405,000	202,000	242,000	242,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	5.3	5.3	5.1	4.7	4.3	4.5	3.4	3.2	2.7
Building height (stories)	26	15	17	18	21	13	6	7	7
Percent of MAX SF	95%	95%	93%	95%	88%	94%	84%	83%	69%
Gross income	13,753,229	15,898,242	17,947,330	9,456,165	10,762,081	13,388,129	11,903,917	14,228,757	14,228,757
Vacancy loss	(687,661)	(794,912)	(897,366)	(472,808)	(538,104)	(669,406)	(595,196)	(711,438)	(711,438)
Operating expenses	(4,246,309)	(4,908,582)	(5,541,238)	(2,919,591)	(3,322,793)	(4,133,585)	(3,380,125)	(4,045,125)	(4,045,125)
NOI	8,819,258	10,194,747	11,508,725	6,063,766	6,901,185	8,585,138	7,928,596	9,472,194	9,472,194
Project Value	**195,984**	**226,550**	**255,749**	**134,750**	**153,360**	**190,781**	**144,156**	**172,222**	**172,222**
Project Costs	141,206	168,276	190,906	97,627	111,627	141,732	105,513	125,610	125,110
Developer return	21,181	25,241	28,636	14,644	16,744	21,260	15,827	18,841	18,766
Available for land	33,597	33,032	36,207	22,479	24,988	27,789	22,816	27,770	28,346
Return as pct of value	10.8%	11.1%	11.2%	10.9%	10.9%	11.1%	11.0%	10.9%	10.9%
Value to Cost Ratio	1.388	1.346	1.340	1.380	1.374	1.346	1.366	1.371	1.377
Project Value per GSF	$491	$478	$476	$479	$477	$471	$714	$712	$712
Development costs per GSF	$354	$355	$356	$347	$347	$350	$522	$519	$517
Margin for Land per GSF	$137	$123	$121	$132	$130	$121	$191	$193	$195
Residual Value (RVL)/SF Land	$421	$345	$324	$352	$313	$290	$357	$348	$296
Market Feasible	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

RLV Summaries

	Non-Res DT-OB-B			Res DT-OB-B			Non-Res DT-OB-A		
SITE CHARACTERISTICS									
Site size	60,000	75,000	90,000	60,000	75,000	90,000	60,000	75,000	90,000
Podium footprint	57,600	71,800	85,200	57,600	71,800	85,200	57,600	71,800	85,200
Podium GSF	35,625	44,531	53,438	108,560	134,130	158,420	35,625	44,531	53,438
Abv-grnd parking GSF	0	0	0	92,160	114,880	136,320	0	0	0
CURRENT MAX									
Gross SF	71,250	89,063	106,875	260,000	280,000	377,500	71,250	89,063	106,875
Exempt SF	14,250	17,813	21,375	25,000	25,000	25,000	14,250	17,813	21,375
Built FAR	1.2	1.2	1.2	4.3	3.7	4.2	1.2	1.2	1.2
Building height (stories)	3	4	5	7	7	7	3	3	3
Percent of MAX SF	95%	95%	95%	78%	68%	78%	95%	95%	95%
Gross income	4,234,302	5,292,878	6,351,453	8,049,458	8,637,314	11,503,112	4,234,302	5,292,878	6,351,453
Vacancy loss	(211,715)	(264,644)	(317,573)	(402,473)	(431,866)	(575,156)	(211,715)	(264,644)	(317,573)
Operating expenses	(1,197,000)	(1,496,250)	(1,795,500)	(2,485,270)	(2,666,771)	(3,551,586)	(1,197,000)	(1,496,250)	(1,795,500)
NOI	2,825,587	3,531,984	4,238,380	5,161,715	5,538,678	7,376,371	2,825,587	3,531,984	4,238,380
NOI as pct of Gross Income	66.7%	66.7%	66.7%	64.1%	64.1%	64.1%	66.7%	66.7%	66.7%
Project Value	**51,374**	**64,218**	**77,061**	**114,705**	**123,082**	**163,919**	**51,374**	**64,218**	**77,061**
Project Costs	39,925	49,906	59,887	82,595	88,365	117,854	39,925	49,906	59,887
Developer return	5,989	7,486	8,983	12,389	13,255	17,678	5,989	7,486	8,983
Available for land	5,461	6,826	8,191	19,721	21,462	28,388	5,461	6,826	8,191
Return as pct of value	11.7%	11.7%	11.7%	10.8%	10.8%	10.8%	11.7%	11.7%	11.7%
Value to Cost Ratio	1.287	1.287	1.287	1.389	1.393	1.391	1.287	1.287	1.287
Project Value per GSF	$721	$721	$721	$441	$440	$434	$721	$721	$721
Development costs per GSF	$560	$560	$560	$318	$316	$312	$560	$560	$560
Margin for Land per GSF	$161	$161	$161	$124	$124	$122	$161	$161	$161
Residual Value (RVL)/SF Land	$86	$86	$86	$309	$269	$296	$86	$86	$86
Market Feasible	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE
FUTURE BASE (HIGH)									
Gross SF	53,438	66,797	80,000	280,000	280,000	405,000	53,438	66,797	80,156
Exempt SF	10,688	13,359	16,031	25,000	25,000	25,000	10,688	13,359	16,031
Built FAR	0.9	0.9	0.9	4.7	3.7	4.5	0.9	0.9	0.9
Building height (stories)	2	3	3	7	7	7	3	3	3
Percent of MAX SF	95%	95%	95%	94%	76%	94%	95%	95%	95%
Gross income	3,175,727	3,969,658	4,754,508	8,637,314	8,637,314	12,311,414	3,175,727	3,969,658	4,763,590
Vacancy loss	(158,786)	(198,483)	(237,725)	(431,866)	(431,866)	(615,571)	(158,786)	(198,483)	(238,179)
Operating expenses	(897,750)	(1,122,188)	(1,344,027)	(2,666,771)	(2,666,771)	(3,801,149)	(897,750)	(1,122,188)	(1,346,625)
NOI	2,119,190	2,648,988	3,172,756	5,538,678	5,538,678	7,894,694	2,119,190	2,648,988	3,178,785
Project Value	**38,531**	**48,163**	**57,686**	**123,082**	**123,082**	**175,438**	**38,531**	**48,163**	**57,796**
Project Costs	29,902	37,377	44,772	88,365	87,947	125,746	29,902	37,377	44,853
Developer return	4,485	5,607	6,716	13,255	13,192	18,862	4,485	5,607	6,728
Available for land	4,144	5,180	6,199	21,462	21,943	30,830	4,144	5,180	6,216
Return as pct of value	11.6%	11.6%	11.6%	10.8%	10.7%	10.8%	11.6%	11.6%	11.6%
Value to Cost Ratio	1.289	1.289	1.288	1.393	1.400	1.395	1.289	1.289	1.289
Project Value per GSF	$721	$721	$721	$440	$440	$433	$721	$721	$721
Development costs per GSF	$560	$560	$560	$316	$314	$310	$560	$560	$560
Margin for Land per GSF	$161	$161	$161	$124	$125	$123	$161	$161	$161
Residual Value (RVL)/SF Land	$65	$65	$65	$336	$275	$322	$65	$65	$65
Market Feasible	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE

RLV Summaries

	Res DT-OB-A			Non-Res DT-OLB C			Res DT-OLB C		
SITE CHARACTERISTICS									
Site size	60,000	75,000	90,000	75,000	90,000	105,000	75,000	90,000	105,000
Podium footprint	57,600	71,800	85,200	71,800	85,200	100,200	71,800	85,200	100,200
Podium GSF	102,800	126,950	149,900	44,531	53,438	62,344	91,050	107,300	125,150
Abv-grnd parking GSF	86,400	107,700	127,800	0	0	0	71,800	85,200	100,200
CURRENT MAX									
Gross SF	219,450	229,938	324,250	238,750	281,500	324,250	226,375	230,000	324,250
Exempt SF	19,950	24,938	25,000	25,000	25,000	25,000	21,375	25,000	25,000
Built FAR	3.7	3.1	3.6	3.2	3.1	3.1	3.0	2.6	3.1
Building height (stories)	6	6	6	4	4	5	7	7	7
Percent of MAX SF	95%	78%	95%	95%	95%	95%	91%	76%	95%
Gross income	6,786,990	7,177,338	9,954,920	13,597,301	16,005,558	18,413,814	6,782,821	6,940,953	9,630,705
Vacancy loss	(339,350)	(358,867)	(497,746)	(679,865)	(800,278)	(920,691)	(339,141)	(347,048)	(481,535)
Operating expenses	(2,095,483)	(2,216,003)	(3,073,582)	(3,991,094)	(4,701,813)	(5,412,531)	(2,094,196)	(2,143,019)	(2,973,480)
NOI	4,352,157	4,602,468	6,383,592	8,926,343	10,503,467	12,080,592	4,349,484	4,450,886	6,175,690
NOI as pct of Gross Income	64.1%	64.1%	64.1%	65.6%	65.6%	65.6%	64.1%	64.1%	64.1%
Project Value	**96,715**	**102,277**	**141,858**	**162,297**	**190,972**	**219,647**	**96,655**	**98,909**	**137,238**
Project Costs	67,358	70,909	98,745	126,275	148,306	170,337	67,815	69,101	96,245
Developer return	10,104	10,636	14,812	18,941	22,246	25,551	10,172	10,365	14,437
Available for land	19,253	20,731	28,301	17,081	20,420	23,760	18,668	19,443	26,556
Return as pct of value	10.4%	10.4%	10.4%	11.7%	11.6%	11.6%	10.5%	10.5%	10.5%
Value to Cost Ratio	1.436	1.442	1.437	1.285	1.288	1.289	1.425	1.431	1.426
Project Value per GSF	$441	$445	$437	$680	$678	$677	$427	$430	$423
Development costs per GSF	$307	$308	$305	$529	$527	$525	$300	$300	$297
Margin for Land per GSF	$134	$136	$133	$151	$152	$152	$127	$130	$126
Residual Value (RVL)/SF Land	$302	$260	$296	$214	$213	$213	$234	$203	$238
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
FUTURE BASE (HIGH)									
Gross SF	203,775	228,156	302,875	203,600	260,125	299,313	215,531	218,638	230,000
Exempt SF	18,525	23,156	25,000	25,000	25,000	25,000	19,594	23,513	25,000
Built FAR	3.4	3.0	3.4	2.7	2.9	2.9	2.9	2.4	2.2
Building height (stories)	6	6	6	3	4	4	7	7	7
Percent of MAX SF	95%	84%	95%	87%	95%	95%	95%	79%	71%
Gross income	6,302,205	7,095,756	9,325,640	11,617,180	14,801,429	17,008,998	6,446,489	6,594,247	6,940,953
Vacancy loss	(315,110)	(354,788)	(466,282)	(580,859)	(740,071)	(850,450)	(322,324)	(329,712)	(347,048)
Operating expenses	(1,945,806)	(2,190,815)	(2,879,291)	(3,406,725)	(4,346,453)	(4,997,945)	(1,990,353)	(2,035,974)	(2,143,019)
NOI	4,041,289	4,550,154	5,980,067	7,629,596	9,714,905	11,160,603	4,133,811	4,228,561	4,450,886
Project Value	**89,806**	**101,115**	**132,890**	**138,720**	**176,635**	**202,920**	**91,862**	**93,968**	**98,909**
Project Costs	62,076	69,641	91,843	107,983	136,936	157,073	63,902	65,004	67,998
Developer return	9,311	10,446	13,776	16,198	20,540	23,561	9,585	9,751	10,200
Available for land	18,419	21,028	27,271	14,539	19,158	22,286	18,375	19,213	20,711
Return as pct of value	10.4%	10.3%	10.4%	11.7%	11.6%	11.6%	10.4%	10.4%	10.3%
Value to Cost Ratio	1.447	1.452	1.447	1.285	1.290	1.292	1.438	1.446	1.455
Project Value per GSF	$441	$443	$439	$681	$679	$678	$426	$430	$430
Development costs per GSF	$305	$305	$303	$530	$526	$525	$296	$297	$296
Margin for Land per GSF	$136	$138	$136	$151	$153	$153	$130	$132	$134
Residual Value (RVL)/SF Land	$289	$264	$285	$182	$200	$200	$230	$201	$185
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

RLV Summaries

	Non-Res DT-OLB S			Res DT-OLB S		
SITE CHARACTERISTICS						
Site size	75,000	90,000	105,000	75,000	90,000	105,000
Podium footprint	71,800	85,200	100,200	71,800	85,200	100,200
Podium GSF	44,531	53,438	62,344	91,050	107,300	125,150
Abv-grnd parking GSF	0	0	0	71,800	85,200	100,200
CURRENT MAX						
Gross SF	238,750	281,500	324,250	226,375	230,000	324,250
Exempt SF	25,000	25,000	25,000	21,375	25,000	25,000
Built FAR	3.2	3.1	3.1	3.0	2.6	3.1
Building height (stories)	4	4	5	7	7	7
Percent of MAX SF	95%	95%	95%	91%	76%	95%
Gross income	13,597,301	16,005,558	18,413,814	6,782,821	6,940,953	9,630,705
Vacancy loss	(679,865)	(800,278)	(920,691)	(339,141)	(347,048)	(481,535)
Operating expenses	(3,991,094)	(4,701,813)	(5,412,531)	(2,094,196)	(2,143,019)	(2,973,480)
NOI	8,926,343	10,503,467	12,080,592	4,349,484	4,450,886	6,175,690
NOI as pct of Gross Income	65.6%	65.6%	65.6%	64.1%	64.1%	64.1%
Project Value	**162,297**	**190,972**	**219,647**	**96,655**	**98,909**	**137,238**
Project Costs	126,275	148,306	170,337	67,815	69,101	96,245
Developer return	18,941	22,246	25,551	10,172	10,365	14,437
Available for land	17,081	20,420	23,760	18,668	19,443	26,556
Return as pct of value	11.7%	11.6%	11.6%	10.5%	10.5%	10.5%
Value to Cost Ratio	1.285	1.288	1.289	1.425	1.431	1.426
Project Value per GSF	$680	$678	$677	$427	$430	$423
Development costs per GSF	$529	$527	$525	$300	$300	$297
Margin for Land per GSF	$151	$152	$152	$127	$130	$126
Residual Value (RVL)/SF Land	$214	$213	$213	$234	$203	$238
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
FUTURE BASE (HIGH)						
Gross SF	203,600	260,125	299,313	215,531	218,638	230,000
Exempt SF	25,000	25,000	25,000	19,594	23,513	25,000
Built FAR	2.7	2.9	2.9	2.9	2.4	2.2
Building height (stories)	3	4	4	7	7	7
Percent of MAX SF	87%	95%	95%	95%	79%	71%
Gross income	11,617,180	14,801,429	17,008,998	6,446,489	6,594,247	6,940,953
Vacancy loss	(580,859)	(740,071)	(850,450)	(322,324)	(329,712)	(347,048)
Operating expenses	(3,406,725)	(4,346,453)	(4,997,945)	(1,990,353)	(2,035,974)	(2,143,019)
NOI	7,629,596	9,714,905	11,160,603	4,133,811	4,228,561	4,450,886
Project Value	**138,720**	**176,635**	**202,920**	**91,862**	**93,968**	**98,909**
Project Costs	107,983	136,936	157,073	63,902	65,004	67,998
Developer return	16,198	20,540	23,561	9,585	9,751	10,200
Available for land	14,539	19,158	22,286	18,375	19,213	20,711
Return as pct of value	11.7%	11.6%	11.6%	10.4%	10.4%	10.3%
Value to Cost Ratio	1.285	1.290	1.292	1.438	1.446	1.455
Project Value per GSF	$681	$679	$678	$426	$430	$430
Development costs per GSF	$530	$526	$525	$296	$297	$296
Margin for Land per GSF	$151	$153	$153	$130	$132	$134
Residual Value (RVL)/SF Land	$182	$200	$200	$230	$201	$185
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

RLV Summaries

	Non-Res DT-O-1			Res DT-O-1			Non-Res DT-O-2		
SITE CHARACTERISTICS									
Site size	75,000	90,000	105,000	75,000	90,000	105,000	75,000	90,000	105,000
Podium footprint	71,800	85,200	100,200	71,800	85,200	100,200	71,800	85,200	100,200
Podium GSF	115,200	115,200	115,200	101,800	115,200	130,200	65,900	72,600	80,100
Abv-grnd parking GSF	0	0	0	71,800	85,200	100,200	35,900	42,600	50,100
PROPOSED BASE									
Gross SF	505,938	602,125	698,313	607,500	751,750	861,000	366,000	433,200	462,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	6.7	6.7	6.7	8.1	8.4	8.2	4.9	4.8	4.4
Building height (stories)	21	25	29	41	25	29	16	19	11
Percent of MAX SF	95%	95%	95%	91%	95%	94%	91%	91%	83%
Gross income	29,167,246	35,081,543	41,167,371	21,554,446	24,864,077	28,878,235	21,435,761	25,341,492	27,015,377
Vacancy loss	(1,458,362)	(1,754,077)	(2,058,369)	(1,077,722)	(1,243,204)	(1,443,912)	(1,071,788)	(1,267,075)	(1,350,769)
Operating expenses	(8,433,086)	(10,032,203)	(11,631,320)	(6,654,935)	(7,676,784)	(8,916,155)	(6,106,625)	(7,223,825)	(7,702,625)
NOI	19,275,798	23,295,263	27,477,682	13,821,789	15,944,089	18,518,168	14,257,348	16,850,593	17,961,983
Project Value	**350,469**	**423,550**	**499,594**	**307,151**	**354,313**	**411,515**	**259,225**	**306,374**	**326,582**
Project Costs	274,138	327,124	380,119	235,248	279,791	320,836	199,586	237,077	252,999
Developer return	41,121	49,069	57,018	35,287	41,969	48,125	29,938	35,562	37,950
Available for land	35,210	47,358	62,457	36,615	32,553	42,553	29,701	33,736	35,633
Return as pct of value	11.7%	11.6%	11.4%	11.5%	11.8%	11.7%	11.5%	11.6%	11.6%
Value to Cost Ratio	**1.278**	**1.295**	**1.314**	**1.306**	**1.266**	**1.283**	**1.299**	**1.292**	**1.291**
Project Value per GSF	$693	$703	$715	$506	$471	$478	$708	$707	$707
Development costs per GSF	$542	$543	$544	$387	$372	$373	$545	$547	$548
Margin for Land per GSF	$151	$160	$171	$118	$99	$105	$163	$160	$159
Residual Value (RVL)/SF Land	$441	$495	$559	$459	$340	$381	$372	$352	$319
Market Feasible	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	FALSE
NEW MAX									
Gross SF	585,600	705,600	820,800	737,500	789,750	1,022,500	433,200	519,600	584,400
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	8	8	8	10	9	10	6	6	6
Building height (stories)	24	29	34	52	56	35	19	23	26
Percent of MAX SF	93%	95%	95%	95%	85%	95%	91%	92%	89%
Gross income	34,022,667	41,596,259	49,162,281	27,425,297	29,904,727	35,111,528	25,341,492	30,612,925	34,715,858
Vacancy loss	(1,701,133)	(2,079,813)	(2,458,114)	(1,371,265)	(1,495,236)	(1,755,576)	(1,267,075)	(1,530,646)	(1,735,793)
Operating expenses	(9,757,475)	(11,752,475)	(13,667,675)	(8,467,561)	(9,233,084)	(10,840,684)	(7,223,825)	(8,660,225)	(9,737,525)
NOI	22,564,059	27,763,971	33,036,492	17,586,472	19,176,406	22,515,267	16,850,593	20,422,053	23,242,540
Project Value	**410,256**	**504,799**	**600,663**	**390,810**	**426,142**	**500,339**	**306,374**	**371,310**	**422,592**
Project Costs	317,846	383,909	447,352	296,535	317,634	399,674	237,223	285,482	321,584
Developer return	47,677	57,586	67,103	44,480	47,645	59,951	35,583	42,822	48,238
Available for land	44,732	63,305	86,209	49,796	60,863	40,714	33,568	43,006	52,770
Return as pct of value	11.6%	11.4%	11.2%	11.4%	11.2%	12.0%	11.6%	11.5%	11.4%
Value to Cost Ratio	**1.291**	**1.315**	**1.343**	**1.318**	**1.342**	**1.252**	**1.292**	**1.301**	**1.314**
Project Value per GSF	$701	$715	$732	$530	$540	$489	$707	$715	$723
Development costs per GSF	$543	$544	$545	$402	$402	$391	$548	$549	$550
Margin for Land per GSF	$158	$171	$187	$128	$137	$98	$160	$165	$173
Residual Value (RVL)/SF Land	$561	$661	$772	$624	$636	$364	$421	$449	$472
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE

RLV Summaries

	Res DT-O-2			Res DT-MU			Non-Res DT-MU-EQ		
SITE CHARACTERISTICS									
Site size	75,000	90,000	105,000	60,000	75,000	90,000	60,000	75,000	90,000
Podium footprint	71,800	85,200	100,200	57,600	71,800	85,200	57,600	71,800	85,200
Podium GSF	116,160	132,240	150,240	85,520	105,410	124,340	69,725	121,606	143,488
Abv-grnd parking GSF	86,160	102,240	120,240	69,120	86,160	102,240	57,600	107,700	127,800
PROPOSED BASE									
Gross SF	376,650	400,950	523,750	266,475	321,450	378,000	202,000	242,000	242,000
Exempt SF	25,000	25,000	25,000	24,225	25,000	25,000	25,000	25,000	25,000
Built FAR	5.0	4.5	5.0	4.4	4.3	4.2	3.4	3.2	2.7
Building height (stories)	24	26	17	17	21	12	6	7	7
Percent of MAX SF	94%	84%	95%	95%	93%	92%	91%	89%	74%
Gross income	12,915,377	13,816,059	17,517,224	8,962,494	10,762,081	12,528,509	11,903,917	14,228,757	14,228,757
Vacancy loss	(645,769)	(690,803)	(875,861)	(448,125)	(538,104)	(626,425)	(595,196)	(711,438)	(711,438)
Operating expenses	(3,987,623)	(4,265,708)	(5,408,443)	(2,767,170)	(3,322,793)	(3,868,177)	(3,380,125)	(4,045,125)	(4,045,125)
NOI	8,281,985	8,859,548	11,232,920	5,747,199	6,901,185	8,033,907	7,928,596	9,472,194	9,472,194
Project Value	**184,044**	**196,879**	**249,620**	**127,716**	**153,360**	**178,531**	**144,156**	**172,222**	**172,222**
Project Costs	132,893	141,263	185,995	92,194	111,627	131,795	105,513	125,610	125,110
Developer return	19,934	21,189	27,899	13,829	16,744	19,769	15,827	18,841	18,766
Available for land	31,217	34,427	35,726	21,692	24,988	26,966	22,816	27,770	28,346
Return as pct of value	10.8%	10.8%	11.2%	10.8%	10.9%	11.1%	11.0%	10.9%	10.9%
Value to Cost Ratio	**1.385**	**1.394**	**1.342**	**1.385**	**1.374**	**1.355**	**1.366**	**1.371**	**1.377**
Project Value per GSF	$489	$491	$477	$479	$477	$472	$714	$712	$712
Development costs per GSF	$353	$352	$355	$346	$347	$349	$522	$519	$517
Margin for Land per GSF	$136	$139	$121	$133	$130	$124	$191	$193	$195
Residual Value (RVL)/SF Land	$391	$360	$320	$340	$313	$282	$357	$348	$296
Market Feasible	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
NEW MAX									
Gross SF	449,550	534,600	595,350	309,300	381,250	452,500	280,000	350,000	422,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	6	6	6	5	5	5	5	5	5
Building height (stories)	30	37	42	20	26	15	15	10	12
Percent of MAX SF	94%	94%	91%	95%	95%	95%	85%	87%	88%
Gross income	15,669,553	19,087,318	21,671,402	10,341,255	12,896,071	14,900,422	16,437,355	20,505,825	24,690,537
Vacancy loss	(783,478)	(954,366)	(1,083,570)	(517,063)	(644,804)	(745,021)	(821,868)	(1,025,291)	(1,234,527)
Operating expenses	(4,837,974)	(5,893,209)	(6,691,045)	(3,192,863)	(3,981,662)	(4,600,505)	(4,676,875)	(5,840,625)	(7,037,625)
NOI	10,048,101	12,239,743	13,896,786	6,631,330	8,269,606	9,554,896	10,938,612	13,639,909	16,418,385
Project Value	**223,291**	**271,994**	**308,817**	**147,363**	**183,769**	**212,331**	**198,884**	**247,998**	**298,516**
Project Costs	159,933	199,136	221,970	107,858	133,647	159,213	149,006	187,379	226,927
Developer return	23,990	29,870	33,295	16,179	20,047	23,882	22,351	28,107	34,039
Available for land	39,369	42,988	53,552	23,326	30,074	29,236	27,527	32,512	37,550
Return as pct of value	10.7%	11.0%	10.8%	11.0%	10.9%	11.2%	11.2%	11.3%	11.4%
Value to Cost Ratio	**1.396**	**1.366**	**1.391**	**1.366**	**1.375**	**1.334**	**1.335**	**1.324**	**1.315**
Project Value per GSF	$497	$509	$519	$476	$482	$469	$710	$709	$707
Development costs per GSF	$356	$372	$373	$349	$351	$352	$532	$535	$538
Margin for Land per GSF	$141	$136	$146	$128	$131	$117	$178	$173	$170
Residual Value (RVL)/SF Land	$493	$449	$479	$365	$377	$305	$431	$407	$392
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

RLV Summaries

	Non-Res DT-OB-B			Res DT-OB-B			Non-Res DT-OB-A		
SITE CHARACTERISTICS									
Site size	60,000	75,000	90,000	60,000	75,000	90,000	60,000	75,000	90,000
Podium footprint	57,600	71,800	85,200	57,600	71,800	85,200	57,600	71,800	85,200
Podium GSF	35,625	44,531	53,438	108,560	134,130	158,420	35,625	44,531	53,438
Abv-grnd parking GSF	0	0	0	92,160	114,880	136,320	0	0	0
PROPOSED BASE									
Gross SF	71,250	89,063	106,875	266,475	277,813	388,375	71,250	89,063	106,875
Exempt SF	14,250	17,813	21,375	24,225	25,000	25,000	14,250	17,813	21,375
Built FAR	1.2	1.2	1.2	4.4	3.7	4.3	1.2	1.2	1.2
Building height (stories)	3	4	5	7	7	7	3	3	3
Percent of MAX SF	95%	95%	95%	95%	79%	95%	95%	95%	95%
Gross income	4,234,302	5,292,878	6,351,453	8,227,149	8,573,017	11,822,759	4,234,302	5,292,878	6,351,453
Vacancy loss	(211,715)	(264,644)	(317,573)	(411,357)	(428,651)	(591,138)	(211,715)	(264,644)	(317,573)
Operating expenses	(1,197,000)	(1,496,250)	(1,795,500)	(2,540,132)	(2,646,919)	(3,650,277)	(1,197,000)	(1,496,250)	(1,795,500)
NOI	2,825,587	3,531,984	4,238,380	5,275,659	5,497,447	7,581,344	2,825,587	3,531,984	4,238,380
Project Value	**51,374**	**64,218**	**77,061**	**117,237**	**122,165**	**168,474**	**51,374**	**64,218**	**77,061**
Project Costs	39,591	49,489	59,387	84,096	87,279	120,671	39,591	49,489	59,387
Developer return	5,939	7,423	8,908	12,614	13,092	18,101	5,939	7,423	8,908
Available for land	5,845	7,306	8,767	20,526	21,795	29,703	5,845	7,306	8,767
Return as pct of value	11.6%	11.6%	11.6%	10.8%	10.7%	10.7%	11.6%	11.6%	11.6%
Value to Cost Ratio	**1.298**	**1.298**	**1.298**	**1.394**	**1.400**	**1.396**	**1.298**	**1.298**	**1.298**
Project Value per GSF	$721	$721	$721	$440	$440	$434	$721	$721	$721
Development costs per GSF	$556	$556	$556	$316	$314	$311	$556	$556	$556
Margin for Land per GSF	$165	$165	$165	$124	$126	$123	$165	$165	$165
Residual Value (RVL)/SF Land	$92	$92	$92	$322	$273	$310	$92	$92	$92
Market Feasible	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE
NEW MAX									
Gross SF	71,250	89,063	106,875	260,000	280,000	377,500	71,250	89,063	106,875
Exempt SF	14,250	17,813	21,375	25,000	25,000	25,000	14,250	17,813	21,375
Built FAR	1	1	1	4	4	4	1	1	1
Building height (stories)	3	4	5	7	7	7	3	3	3
Percent of MAX SF	95%	95%	95%	78%	68%	78%	95%	95%	95%
Gross income	4,234,302	5,292,878	6,351,453	8,049,458	8,637,314	11,503,112	4,234,302	5,292,878	6,351,453
Vacancy loss	(211,715)	(264,644)	(317,573)	(402,473)	(431,866)	(575,156)	(211,715)	(264,644)	(317,573)
Operating expenses	(1,197,000)	(1,496,250)	(1,795,500)	(2,485,270)	(2,666,771)	(3,551,586)	(1,197,000)	(1,496,250)	(1,795,500)
NOI	2,825,587	3,531,984	4,238,380	5,161,715	5,538,678	7,376,371	2,825,587	3,531,984	4,238,380
Project Value	**51,374**	**64,218**	**77,061**	**114,705**	**123,082**	**163,919**	**51,374**	**64,218**	**77,061**
Project Costs	39,591	49,489	59,387	82,260	87,947	117,352	39,591	49,489	59,387
Developer return	5,939	7,423	8,908	12,339	13,192	17,603	5,939	7,423	8,908
Available for land	5,845	7,306	8,767	20,106	21,943	28,965	5,845	7,306	8,767
Return as pct of value	11.6%	11.6%	11.6%	10.8%	10.7%	10.7%	11.6%	11.6%	11.6%
Value to Cost Ratio	**1.298**	**1.298**	**1.298**	**1.394**	**1.400**	**1.397**	**1.298**	**1.298**	**1.298**
Project Value per GSF	$721	$721	$721	$441	$440	$434	$721	$721	$721
Development costs per GSF	$556	$556	$556	$316	$314	$311	$556	$556	$556
Margin for Land per GSF	$165	$165	$165	$125	$125	$123	$165	$165	$165
Residual Value (RVL)/SF Land	$92	$92	$92	$315	$275	$303	$92	$92	$92
Market Feasible	FALSE	FALSE	FALSE	TRUE	TRUE	TRUE	FALSE	FALSE	FALSE

RLV Summaries

	Res DT-OB-A			Non-Res DT-OLB C			Res DT-OLB C		
SITE CHARACTERISTICS									
Site size	60,000	75,000	90,000	75,000	90,000	105,000	75,000	90,000	105,000
Podium footprint	57,600	71,800	85,200	71,800	85,200	100,200	71,800	85,200	100,200
Podium GSF	102,800	126,950	149,900	44,531	53,438	62,344	91,050	107,300	125,150
Abv-grnd parking GSF	86,400	107,700	127,800	0	0	0	71,800	85,200	100,200
PROPOSED BASE									
Gross SF	203,775	228,156	302,875	203,125	230,400	274,375	195,938	226,375	229,938
Exempt SF	18,525	23,156	25,000	25,000	25,000	25,000	17,813	21,375	24,938
Built FAR	3.4	3.0	3.4	2.7	2.6	2.6	2.6	2.5	2.2
Building height (stories)	6	6	6	3	3	4	7	7	7
Percent of MAX SF	95%	84%	95%	95%	91%	95%	95%	91%	78%
Gross income	6,302,205	7,095,756	9,325,640	11,590,421	13,126,917	15,604,182	5,860,444	6,782,821	6,938,227
Vacancy loss	(315,110)	(354,788)	(466,282)	(579,521)	(656,346)	(780,209)	(293,022)	(339,141)	(346,911)
Operating expenses	(1,945,806)	(2,190,815)	(2,879,291)	(3,398,828)	(3,852,275)	(4,583,359)	(1,809,412)	(2,094,196)	(2,142,178)
NOI	4,041,289	4,550,154	5,980,067	7,612,072	8,618,296	10,240,613	3,758,010	4,349,484	4,449,138
Project Value	**89,806**	**101,115**	**132,890**	**138,401**	**156,696**	**186,193**	**83,511**	**96,655**	**98,870**
Project Costs	62,076	69,641	91,843	107,742	121,820	144,391	57,838	66,899	67,968
Developer return	9,311	10,446	13,776	16,161	18,273	21,659	8,676	10,035	10,195
Available for land	18,419	21,028	27,271	14,498	16,603	20,143	16,998	19,721	20,706
Return as pct of value	10.4%	10.3%	10.4%	11.7%	11.7%	11.6%	10.4%	10.4%	10.3%
Value to Cost Ratio	**1.447**	**1.452**	**1.447**	**1.285**	**1.286**	**1.290**	**1.444**	**1.445**	**1.455**
Project Value per GSF	$441	$443	$439	$681	$680	$679	$426	$427	$430
Development costs per GSF	$305	$305	$303	$530	$529	$526	$295	$296	$296
Margin for Land per GSF	$136	$138	$136	$151	$151	$152	$131	$131	$134
Residual Value (RVL)/SF Land	$289	$264	$285	$182	$173	$180	$213	$206	$185
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
NEW MAX									
Gross SF	219,450	274,313	324,250	450,000	538,000	594,000	452,500	502,350	502,350
Exempt SF	19,950	24,938	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	4	4	4	6	6	6	6	6	5
Building height (stories)	6	7	6	20	25	28	33	37	37
Percent of MAX SF	95%	95%	95%	94%	95%	90%	95%	88%	76%
Gross income	6,786,990	8,483,738	9,954,920	25,497,749	30,881,126	34,391,125	15,955,618	17,958,347	17,958,347
Vacancy loss	(339,350)	(424,187)	(497,746)	(1,274,887)	(1,544,056)	(1,719,556)	(797,781)	(897,917)	(897,917)
Operating expenses	(2,095,483)	(2,619,354)	(3,073,582)	(7,503,125)	(8,966,125)	(9,897,125)	(4,926,297)	(5,544,640)	(5,544,640)
NOI	4,352,157	5,440,197	6,383,592	16,719,737	20,370,945	22,774,444	10,231,540	11,515,790	11,515,790
Project Value	**96,715**	**120,893**	**141,858**	**303,995**	**370,381**	**414,081**	**227,368**	**255,906**	**255,906**
Project Costs	67,024	83,780	98,244	243,433	291,925	322,864	162,446	188,277	187,673
Developer return	10,054	12,567	14,737	36,515	43,789	48,430	24,367	28,242	28,151
Available for land	19,637	24,546	28,877	24,047	34,667	42,787	40,555	39,388	40,082
Return as pct of value	10.4%	10.4%	10.4%	12.0%	11.8%	11.7%	10.7%	11.0%	11.0%
Value to Cost Ratio	**1.443**	**1.443**	**1.444**	**1.249**	**1.269**	**1.283**	**1.400**	**1.359**	**1.364**
Project Value per GSF	$441	$441	$437	$676	$688	$697	$502	$509	$509
Development costs per GSF	$305	$305	$303	$541	$543	$544	$359	$375	$374
Margin for Land per GSF	$135	$135	$135	$135	$146	$154	$143	$135	$136
Residual Value (RVL)/SF Land	$308	$308	$302	$301	$362	$383	$508	$411	$359
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

RLV Summaries

	Non-Res DT-OLB S			Res DT-OLB S		
SITE CHARACTERISTICS						
Site size	75,000	90,000	105,000	75,000	90,000	105,000
Podium footprint	71,800	85,200	100,200	71,800	85,200	100,200
Podium GSF	44,531	53,438	62,344	91,050	107,300	125,150
Abv-grnd parking GSF	0	0	0	71,800	85,200	100,200
PROPOSED BASE						
Gross SF	203,125	230,400	274,375	195,938	226,375	229,938
Exempt SF	25,000	25,000	25,000	17,813	21,375	24,938
Built FAR	2.7	2.6	2.6	2.6	2.5	2.2
Building height (stories)	3	3	4	7	7	7
Percent of MAX SF	95%	91%	95%	95%	91%	78%
Gross income	11,590,421	13,126,917	15,604,182	5,860,444	6,782,821	6,938,227
Vacancy loss	(579,521)	(656,346)	(780,209)	(293,022)	(339,141)	(346,911)
Operating expenses	(3,398,828)	(3,852,275)	(4,583,359)	(1,809,412)	(2,094,196)	(2,142,178)
NOI	7,612,072	8,618,296	10,240,613	3,758,010	4,349,484	4,449,138
Project Value	**138,401**	**156,696**	**186,193**	**83,511**	**96,655**	**98,870**
Project Costs	107,742	121,820	144,391	57,838	66,899	67,968
Developer return	16,161	18,273	21,659	8,676	10,035	10,195
Available for land	14,498	16,603	20,143	16,998	19,721	20,706
Return as pct of value	11.7%	11.7%	11.6%	10.4%	10.4%	10.3%
Value to Cost Ratio	**1.285**	**1.286**	**1.290**	**1.444**	**1.445**	**1.455**
Project Value per GSF	$681	$680	$679	$426	$427	$430
Development costs per GSF	$530	$529	$526	$295	$296	$296
Margin for Land per GSF	$151	$151	$152	$131	$131	$134
Residual Value (RVL)/SF Land	$182	$173	$180	$213	$206	$185
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE
NEW MAX						
Gross SF	381,250	416,500	523,750	307,950	452,500	513,000
Exempt SF	25,000	25,000	25,000	25,000	25,000	25,000
Built FAR	5	5	5	4	5	5
Building height (stories)	7	7	10	21	16	18
Percent of MAX SF	95%	87%	95%	75%	95%	93%
Gross income	21,624,822	23,610,577	29,652,343	10,330,541	14,900,422	16,826,607
Vacancy loss	(1,081,241)	(1,180,529)	(1,482,617)	(516,527)	(745,021)	(841,330)
Operating expenses	(6,360,156)	(6,946,188)	(8,729,219)	(3,189,554)	(4,600,505)	(5,195,215)
NOI	14,183,425	15,483,861	19,440,507	6,624,459	9,554,896	10,790,062
Project Value	**257,880**	**281,525**	**353,464**	**147,210**	**212,331**	**239,779**
Project Costs	198,324	216,458	284,296	107,927	160,874	182,640
Developer return	29,749	32,469	42,644	16,189	24,131	27,396
Available for land	29,807	32,598	26,523	23,094	27,326	29,743
Return as pct of value	11.5%	11.5%	12.1%	11.0%	11.4%	11.4%
Value to Cost Ratio	**1.300**	**1.301**	**1.243**	**1.364**	**1.320**	**1.313**
Project Value per GSF	$676	$676	$675	$478	$469	$467
Development costs per GSF	$520	$520	$543	$350	$356	$356
Margin for Land per GSF	$156	$156	$132	$128	$114	$111
Residual Value (RVL)/SF Land	$374	$340	$237	$289	$285	$266
Market Feasible	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE

Appendix B: Prototype Summaries

SUMMARY OF PROJECT PROTOTYPES

		Prototype		Parcel	CURRENT MAX ZONING						NEW BASE (LOW)					
					Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Non-Res	CODE	100%	10,000	37,500	7,500	107	7	3.75	87	27,185	5,625	82	5	2.72	63
DT-MU	Non-Res	CODE	95%	10,000	34,205	7,125	94	6	3.42	80	26,719	5,344	82	5	2.67	62
DT-MU	Non-Res	CODE	90%	10,000	33,750	6,750	94	6	3.38	78	25,313	5,063	82	5	2.53	59
DT-MU	Non-Res	CODE	85%	10,000	31,875	6,375	94	6	3.19	74	23,906	4,781	82	5	2.39	55
DT-MU	Non-Res	MKT	100%	10,000	37,500	7,500	107	7	3.75	87	27,185	5,625	82	5	2.72	63
DT-MU	Non-Res	MKT	95%	10,000	34,205	7,125	94	6	3.42	80	26,719	5,344	82	5	2.67	62
DT-MU	Non-Res	MKT	90%	10,000	33,750	6,750	94	6	3.38	78	25,313	5,063	82	5	2.53	59
DT-MU	Non-Res	CODE	100%	25,000	93,750	18,750	94	6	3.75	218	70,313	14,063	82	5	2.81	163
DT-MU	Non-Res	CODE	95%	25,000	89,063	17,813	94	6	3.56	207	53,399	13,359	64	4	2.14	130
DT-MU	Non-Res	CODE	90%	25,000	74,435	16,875	82	5	2.98	177	52,696	12,656	64	4	2.11	127
DT-MU	Non-Res	CODE	85%	25,000	73,498	15,938	82	5	2.94	173	51,993	11,953	64	4	2.08	124
DT-MU	Non-Res	MKT	100%	25,000	93,750	18,750	94	6	3.75	218	70,313	14,063	82	5	2.81	163
DT-MU	Non-Res	MKT	95%	25,000	89,063	17,813	94	6	3.56	207	53,399	13,359	64	4	2.14	130
DT-MU	Non-Res	MKT	90%	25,000	74,435	16,875	82	5	2.98	177	52,696	12,656	64	4	2.11	127
DT-MU	Non-Res	CODE	100%	45,000	136,000	25,000	107	7	3.02	311	126,250	25,000	107	7	2.81	292
DT-MU	Non-Res	CODE	95%	45,000	136,000	25,000	107	7	3.02	311	115,047	24,047	94	6	2.56	269
DT-MU	Non-Res	CODE	90%	45,000	136,000	25,000	107	7	3.02	311	113,781	22,781	94	6	2.53	264
DT-MU	Non-Res	CODE	85%	45,000	136,000	25,000	107	7	3.02	311	107,578	21,516	94	6	2.39	250
DT-MU	Non-Res	MKT	100%	45,000	134,800	25,000	107	7	3.00	309	126,250	25,000	107	7	2.81	292
DT-MU	Non-Res	MKT	95%	45,000	134,800	25,000	107	7	3.00	309	113,847	24,047	94	6	2.53	267
DT-MU	Non-Res	MKT	90%	45,000	134,800	25,000	107	7	3.00	309	112,581	22,781	94	6	2.50	262
DT-MU	Non-Res	CODE	100%	60,000	202,000	25,000	94	6	3.37	436	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	CODE	95%	60,000	162,000	25,000	82	5	2.70	360	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	CODE	90%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	CODE	85%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	MKT	100%	60,000	199,600	25,000	94	6	3.33	432	134,800	25,000	107	7	2.25	309
DT-MU	Non-Res	MKT	95%	60,000	159,600	25,000	82	5	2.66	356	134,800	25,000	107	7	2.25	309
DT-MU	Non-Res	MKT	90%	60,000	134,800	25,000	107	7	2.25	309	134,800	25,000	107	7	2.25	309
DT-MU	Non-Res	CODE	100%	75,000	242,000	25,000	107	7	3.23	512	136,000	25,000	107	7	1.81	311
DT-MU	Non-Res	CODE	95%	75,000	202,000	25,000	94	6	2.69	436	136,000	25,000	107	7	1.81	311
DT-MU	Non-Res	CODE	90%	75,000	202,000	25,000	94	6	2.69	436	136,000	25,000	107	7	1.81	311
DT-MU	Non-Res	CODE	85%	75,000	202,000	25,000	94	6	2.69	436	136,000	25,000	107	7	1.81	311
DT-MU	Non-Res	MKT	100%	75,000	239,600	25,000	107	7	3.19	508	134,800	25,000	107	7	1.80	309
DT-MU	Non-Res	MKT	95%	75,000	199,600	25,000	94	6	2.66	432	134,800	25,000	107	7	1.80	309
DT-MU	Non-Res	MKT	90%	75,000	199,600	25,000	94	6	2.66	432	134,800	25,000	107	7	1.80	309
DT-MU	Non-Res	CODE	100%	90,000	242,000	25,000	107	7	2.69	512	202,000	25,000	94	6	2.24	436
DT-MU	Non-Res	CODE	95%	90,000	242,000	25,000	107	7	2.69	512	202,000	25,000	94	6	2.24	436
DT-MU	Non-Res	CODE	90%	90,000	242,000	25,000	107	7	2.69	512	202,000	25,000	94	6	2.24	436
DT-MU	Non-Res	CODE	85%	90,000	242,000	25,000	107	7	2.69	512	162,000	25,000	82	5	1.80	360
DT-MU	Non-Res	MKT	100%	90,000	239,600	25,000	107	7	2.66	508	199,600	25,000	94	6	2.22	432

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Non-Res	CODE	100%	10,000	33,955	6,875	94	6	3.40	79	31,250	6,250	94	6	3.13	73
DT-MU	Non-Res	CODE	95%	10,000	32,656	6,531	94	6	3.27	76	27,498	5,938	82	5	2.75	65
DT-MU	Non-Res	CODE	90%	10,000	30,938	6,188	94	6	3.09	72	27,185	5,625	82	5	2.72	63
DT-MU	Non-Res	CODE	85%	10,000	27,404	5,844	82	5	2.74	64	26,563	5,313	82	5	2.66	62
DT-MU	Non-Res	MKT	100%	10,000	33,955	6,875	94	6	3.40	79	31,250	6,250	94	6	3.13	73
DT-MU	Non-Res	MKT	95%	10,000	32,656	6,531	94	6	3.27	76	27,498	5,938	82	5	2.75	65
DT-MU	Non-Res	MKT	90%	10,000	30,938	6,188	94	6	3.09	72	27,185	5,625	82	5	2.72	63
DT-MU	Non-Res	CODE	100%	25,000	74,748	17,188	82	5	2.99	178	73,185	15,625	82	5	2.93	172
DT-MU	Non-Res	CODE	95%	25,000	73,888	16,328	82	5	2.96	175	72,404	14,844	82	5	2.90	169
DT-MU	Non-Res	CODE	90%	25,000	73,029	15,469	82	5	2.92	171	70,313	14,063	82	5	2.81	163
DT-MU	Non-Res	CODE	85%	25,000	72,169	14,609	82	5	2.89	168	53,321	13,281	64	4	2.13	129
DT-MU	Non-Res	MKT	100%	25,000	74,748	17,188	82	5	2.99	178	73,185	15,625	82	5	2.93	172
DT-MU	Non-Res	MKT	95%	25,000	73,888	16,328	82	5	2.96	175	72,404	14,844	82	5	2.90	169
DT-MU	Non-Res	MKT	90%	25,000	73,029	15,469	82	5	2.92	171	70,313	14,063	82	5	2.81	163
DT-MU	Non-Res	CODE	100%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU	Non-Res	CODE	95%	45,000	136,000	25,000	107	7	3.02	311	131,875	25,000	107	7	2.93	303
DT-MU	Non-Res	CODE	90%	45,000	136,000	25,000	107	7	3.02	311	126,250	25,000	107	7	2.81	292
DT-MU	Non-Res	CODE	85%	45,000	130,188	25,000	107	7	2.89	300	114,906	23,906	94	6	2.55	269
DT-MU	Non-Res	MKT	100%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU	Non-Res	MKT	95%	45,000	134,800	25,000	107	7	3.00	309	131,875	25,000	107	7	2.93	303
DT-MU	Non-Res	MKT	90%	45,000	134,800	25,000	107	7	3.00	309	126,250	25,000	107	7	2.81	292
DT-MU	Non-Res	CODE	100%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	CODE	95%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	CODE	90%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	CODE	85%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU	Non-Res	MKT	100%	60,000	134,800	25,000	107	7	2.25	309	134,800	25,000	107	7	2.25	309
DT-MU	Non-Res	MKT	95%	60,000	134,800	25,000	107	7	2.25	309	134,800	25,000	107	7	2.25	309
DT-MU	Non-Res	MKT	90%	60,000	134,800	25,000	107	7	2.25	309	134,800	25,000	107	7	2.25	309
DT-MU	Non-Res	CODE	100%	75,000	202,000	25,000	94	6	2.69	436	202,000	25,000	94	6	2.69	436
DT-MU	Non-Res	CODE	95%	75,000	202,000	25,000	94	6	2.69	436	202,000	25,000	94	6	2.69	436
DT-MU	Non-Res	CODE	90%	75,000	202,000	25,000	94	6	2.69	436	136,000	25,000	107	7	1.81	311
DT-MU	Non-Res	CODE	85%	75,000	200,313	25,000	94	6	2.67	433	136,000	25,000	107	7	1.81	311
DT-MU	Non-Res	MKT	100%	75,000	199,600	25,000	94	6	2.66	432	199,600	25,000	94	6	2.66	432
DT-MU	Non-Res	MKT	95%	75,000	199,600	25,000	94	6	2.66	432	199,600	25,000	94	6	2.66	432
DT-MU	Non-Res	MKT	90%	75,000	199,600	25,000	94	6	2.66	432	134,800	25,000	107	7	1.80	309
DT-MU	Non-Res	CODE	100%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU	Non-Res	CODE	95%	90,000	242,000	25,000	107	7	2.69	512	202,000	25,000	94	6	2.24	436
DT-MU	Non-Res	CODE	90%	90,000	242,000	25,000	107	7	2.69	512	202,000	25,000	94	6	2.24	436
DT-MU	Non-Res	CODE	85%	90,000	202,000	25,000	94	6	2.24	436	202,000	25,000	94	6	2.24	436
DT-MU	Non-Res	MKT	100%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Non-Res	CODE	100%	10,000	59,160	10,000	150	10	5.92	133
DT-MU	Non-Res	CODE	95%	10,000	57,500	10,000	150	10	5.75	130
DT-MU	Non-Res	CODE	90%	10,000	48,120	10,000	120	8	4.81	112
DT-MU	Non-Res	CODE	85%	10,000	46,980	10,000	120	8	4.70	110
DT-MU	Non-Res	MKT	100%	10,000	59,160	10,000	150	10	5.92	133
DT-MU	Non-Res	MKT	95%	10,000	57,500	10,000	150	10	5.75	130
DT-MU	Non-Res	MKT	90%	10,000	48,120	10,000	120	8	4.81	112
DT-MU	Non-Res	CODE	100%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	CODE	95%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	CODE	90%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	CODE	85%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	MKT	100%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	MKT	95%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	MKT	90%	25,000	117,600	25,000	107	7	4.70	276
DT-MU	Non-Res	CODE	100%	45,000	244,000	25,000	189	13	5.42	516
DT-MU	Non-Res	CODE	95%	45,000	226,000	25,000	176	12	5.02	482
DT-MU	Non-Res	CODE	90%	45,000	226,000	25,000	176	12	5.02	482
DT-MU	Non-Res	CODE	85%	45,000	208,000	25,000	163	11	4.62	448
DT-MU	Non-Res	MKT	100%	45,000	242,800	25,000	189	13	5.40	514
DT-MU	Non-Res	MKT	95%	45,000	224,800	25,000	176	12	5.00	480
DT-MU	Non-Res	MKT	90%	45,000	224,800	25,000	176	12	5.00	480
DT-MU	Non-Res	CODE	100%	60,000	280,000	25,000	214	15	4.67	585
DT-MU	Non-Res	CODE	95%	60,000	280,000	25,000	214	15	4.67	585
DT-MU	Non-Res	CODE	90%	60,000	280,000	25,000	214	15	4.67	585
DT-MU	Non-Res	CODE	85%	60,000	262,000	25,000	201	14	4.37	550
DT-MU	Non-Res	MKT	100%	60,000	278,800	25,000	214	15	4.65	582
DT-MU	Non-Res	MKT	95%	60,000	278,800	25,000	214	15	4.65	582
DT-MU	Non-Res	MKT	90%	60,000	278,800	25,000	214	15	4.65	582
DT-MU	Non-Res	CODE	100%	75,000	350,000	25,000	150	10	4.67	718
DT-MU	Non-Res	CODE	95%	75,000	350,000	25,000	150	10	4.67	718
DT-MU	Non-Res	CODE	90%	75,000	280,000	25,000	214	15	3.73	585
DT-MU	Non-Res	CODE	85%	75,000	280,000	25,000	214	15	3.73	585
DT-MU	Non-Res	MKT	100%	75,000	347,600	25,000	150	10	4.63	713
DT-MU	Non-Res	MKT	95%	75,000	347,600	25,000	150	10	4.63	713
DT-MU	Non-Res	MKT	90%	75,000	278,800	25,000	214	15	3.72	582
DT-MU	Non-Res	CODE	100%	90,000	422,000	25,000	176	12	4.69	854
DT-MU	Non-Res	CODE	95%	90,000	422,000	25,000	176	12	4.69	854
DT-MU	Non-Res	CODE	90%	90,000	386,000	25,000	163	11	4.29	786
DT-MU	Non-Res	CODE	85%	90,000	386,000	25,000	163	11	4.29	786
DT-MU	Non-Res	MKT	100%	90,000	419,600	25,000	176	12	4.66	850

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Non-Res	MKT	95%	90,000	239,600	25,000	107	7	2.66	508	199,600	25,000	94	6	2.22	432
DT-MU	Non-Res	MKT	90%	90,000	239,600	25,000	107	7	2.66	508	199,600	25,000	94	6	2.22	432
DT-MU	Res	CODE	100%	10,000	54,160	5,000	111	10	5.42	79	36,600	4,000	80	7	3.66	55
DT-MU	Res	CODE	95%	10,000	52,250	4,750	111	10	5.23	76	36,400	3,800	80	7	3.64	54
DT-MU	Res	CODE	90%	10,000	37,100	4,500	80	7	3.71	57	36,200	3,600	80	7	3.62	54
DT-MU	Res	CODE	85%	10,000	36,850	4,250	80	7	3.69	56	36,000	3,400	80	7	3.60	53
DT-MU	Res	MKT	100%	10,000	54,160	5,000	111	10	5.42	79	36,600	4,000	80	7	3.66	55
DT-MU	Res	MKT	95%	10,000	52,250	4,750	111	10	5.23	76	36,400	3,800	80	7	3.64	54
DT-MU	Res	MKT	90%	10,000	37,100	4,500	80	7	3.71	57	36,200	3,600	80	7	3.62	54
DT-MU	Res	CODE	100%	25,000	122,620	12,500	90	8	4.90	182	102,600	10,000	80	7	4.10	151
DT-MU	Res	CODE	95%	25,000	121,995	11,875	90	8	4.88	180	102,100	9,500	80	7	4.08	149
DT-MU	Res	CODE	90%	25,000	103,850	11,250	80	7	4.15	156	99,000	9,000	80	7	3.96	144
DT-MU	Res	CODE	85%	25,000	99,355	10,625	80	7	3.97	149	93,500	8,500	80	7	3.74	136
DT-MU	Res	MKT	100%	25,000	137,500	12,500	111	10	5.50	200	94,000	10,000	80	7	3.76	141
DT-MU	Res	MKT	95%	25,000	112,875	11,875	90	8	4.52	169	94,500	9,500	80	7	3.78	140
DT-MU	Res	MKT	90%	25,000	112,250	11,250	90	8	4.49	166	94,000	9,000	80	7	3.76	138
DT-MU	Res	CODE	100%	45,000	242,000	22,500	165	15	5.38	353	197,000	18,000	135	12	4.38	287
DT-MU	Res	CODE	95%	45,000	235,125	21,375	165	15	5.23	342	182,600	17,100	125	11	4.06	267
DT-MU	Res	CODE	90%	45,000	222,750	20,250	155	14	4.95	324	178,200	16,200	125	11	3.96	259
DT-MU	Res	CODE	85%	45,000	210,375	19,125	145	13	4.68	306	167,300	15,300	111	10	3.72	244
DT-MU	Res	MKT	100%	45,000	245,000	22,500	186	17	5.44	357	198,000	18,000	155	14	4.40	288
DT-MU	Res	MKT	95%	45,000	230,375	21,375	175	16	5.12	336	185,600	17,100	145	13	4.12	271
DT-MU	Res	MKT	90%	45,000	222,750	20,250	175	16	4.95	324	178,200	16,200	145	13	3.96	259
DT-MU	Res	CODE	100%	60,000	321,450	25,000	226	21	5.36	456	264,000	24,000	186	17	4.40	384
DT-MU	Res	CODE	95%	60,000	309,300	25,000	216	20	5.16	441	250,800	22,800	175	16	4.18	365
DT-MU	Res	CODE	90%	60,000	295,000	25,000	206	19	4.92	424	237,600	21,600	165	15	3.96	346
DT-MU	Res	CODE	85%	60,000	280,000	25,000	196	18	4.67	406	224,400	20,400	155	14	3.74	326
DT-MU	Res	MKT	100%	60,000	297,450	25,000	226	21	4.96	427	260,000	24,000	196	18	4.33	379
DT-MU	Res	MKT	95%	60,000	297,450	25,000	226	21	4.96	427	245,300	22,800	186	17	4.09	358
DT-MU	Res	MKT	90%	60,000	295,000	25,000	226	21	4.92	424	237,600	21,600	186	17	3.96	346
DT-MU	Res	CODE	100%	75,000	400,000	25,000	145	13	5.33	550	321,450	25,000	226	21	4.29	456
DT-MU	Res	CODE	95%	75,000	378,000	25,000	135	12	5.04	524	309,300	25,000	216	20	4.12	441
DT-MU	Res	CODE	90%	75,000	321,450	25,000	226	21	4.29	456	295,000	25,000	206	19	3.93	424
DT-MU	Res	CODE	85%	75,000	321,450	25,000	226	21	4.29	456	280,000	25,000	196	18	3.73	406
DT-MU	Res	MKT	100%	75,000	400,000	25,000	165	15	5.33	550	297,450	25,000	226	21	3.97	427
DT-MU	Res	MKT	95%	75,000	381,250	25,000	155	14	5.08	528	297,450	25,000	226	21	3.97	427
DT-MU	Res	MKT	90%	75,000	297,450	25,000	226	21	3.97	427	295,000	25,000	226	21	3.93	424
DT-MU	Res	CODE	100%	90,000	475,000	25,000	175	16	5.28	640	378,000	25,000	135	12	4.20	524
DT-MU	Res	CODE	95%	90,000	452,500	25,000	165	15	5.03	613	321,450	25,000	226	21	3.57	456
DT-MU	Res	CODE	90%	90,000	430,000	25,000	155	14	4.78	586	321,450	25,000	226	21	3.57	456

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Non-Res	MKT	95%	90,000	239,600	25,000	107	7	2.66	508	199,600	25,000	94	6	2.22	432
DT-MU	Non-Res	MKT	90%	90,000	239,600	25,000	107	7	2.66	508	199,600	25,000	94	6	2.22	432
DT-MU	Res	CODE	100%	10,000	37,100	4,500	80	7	3.71	57	36,850	4,250	80	7	3.69	56
DT-MU	Res	CODE	95%	10,000	36,875	4,275	80	7	3.69	56	36,638	4,038	80	7	3.66	55
DT-MU	Res	CODE	90%	10,000	36,650	4,050	80	7	3.67	55	36,425	3,825	80	7	3.64	54
DT-MU	Res	CODE	85%	10,000	36,425	3,825	80	7	3.64	54	36,213	3,613	80	7	3.62	54
DT-MU	Res	MKT	100%	10,000	37,100	4,500	80	7	3.71	57	36,850	4,250	80	7	3.69	56
DT-MU	Res	MKT	95%	10,000	36,875	4,275	80	7	3.69	56	36,638	4,038	80	7	3.66	55
DT-MU	Res	MKT	90%	10,000	36,650	4,050	80	7	3.67	55	36,425	3,825	80	7	3.64	54
DT-MU	Res	CODE	100%	25,000	103,850	11,250	80	7	4.15	156	99,355	10,625	80	7	3.97	149
DT-MU	Res	CODE	95%	25,000	100,043	10,688	80	7	4.00	150	102,694	10,094	80	7	4.11	151
DT-MU	Res	CODE	90%	25,000	102,725	10,125	80	7	4.11	152	102,163	9,563	80	7	4.09	149
DT-MU	Res	CODE	85%	25,000	102,163	9,563	80	7	4.09	149	99,344	9,031	80	7	3.97	145
DT-MU	Res	MKT	100%	25,000	112,250	11,250	90	8	4.49	166	95,625	10,625	80	7	3.83	145
DT-MU	Res	MKT	95%	25,000	95,688	10,688	80	7	3.83	145	95,031	10,094	80	7	3.80	142
DT-MU	Res	MKT	90%	25,000	95,125	10,125	80	7	3.81	143	94,563	9,563	80	7	3.78	140
DT-MU	Res	CODE	100%	45,000	222,750	20,250	155	14	4.95	324	210,375	19,125	145	13	4.68	306
DT-MU	Res	CODE	95%	45,000	211,613	19,238	145	13	4.70	308	197,169	18,169	135	12	4.38	287
DT-MU	Res	CODE	90%	45,000	197,225	18,225	135	12	4.38	288	189,338	17,213	135	12	4.21	275
DT-MU	Res	CODE	85%	45,000	189,338	17,213	135	12	4.21	275	178,819	16,256	125	11	3.97	260
DT-MU	Res	MKT	100%	45,000	222,750	20,250	175	16	4.95	324	210,375	19,125	165	15	4.68	306
DT-MU	Res	MKT	95%	45,000	211,613	19,238	165	15	4.70	308	199,856	18,169	155	14	4.44	291
DT-MU	Res	MKT	90%	45,000	200,225	18,225	155	14	4.45	291	185,713	17,213	145	13	4.13	271
DT-MU	Res	CODE	100%	60,000	295,000	25,000	206	19	4.92	424	280,000	25,000	196	18	4.67	406
DT-MU	Res	CODE	95%	60,000	281,500	25,000	196	18	4.69	408	266,475	24,225	186	17	4.44	388
DT-MU	Res	CODE	90%	60,000	267,300	24,300	186	17	4.46	389	252,450	22,950	175	16	4.21	367
DT-MU	Res	CODE	85%	60,000	252,450	22,950	175	16	4.21	367	238,425	21,675	165	15	3.97	347
DT-MU	Res	MKT	100%	60,000	295,000	25,000	226	21	4.92	424	280,000	25,000	216	20	4.67	406
DT-MU	Res	MKT	95%	60,000	281,500	25,000	216	20	4.69	408	266,475	24,225	206	19	4.44	388
DT-MU	Res	MKT	90%	60,000	267,300	24,300	206	19	4.46	389	252,450	22,950	196	18	4.21	367
DT-MU	Res	CODE	100%	75,000	321,450	25,000	226	21	4.29	456	321,450	25,000	226	21	4.29	456
DT-MU	Res	CODE	95%	75,000	321,450	25,000	226	21	4.29	456	321,450	25,000	226	21	4.29	456
DT-MU	Res	CODE	90%	75,000	321,450	25,000	226	21	4.29	456	309,300	25,000	216	20	4.12	441
DT-MU	Res	CODE	85%	75,000	309,300	25,000	216	20	4.12	441	295,938	25,000	206	19	3.95	425
DT-MU	Res	MKT	100%	75,000	297,450	25,000	226	21	3.97	427	297,450	25,000	226	21	3.97	427
DT-MU	Res	MKT	95%	75,000	297,450	25,000	226	21	3.97	427	297,450	25,000	226	21	3.97	427
DT-MU	Res	MKT	90%	75,000	297,450	25,000	226	21	3.97	427	297,450	25,000	226	21	3.97	427
DT-MU	Res	CODE	100%	90,000	430,000	25,000	155	14	4.78	586	405,000	25,000	145	13	4.50	556
DT-MU	Res	CODE	95%	90,000	405,000	25,000	145	13	4.50	556	378,000	25,000	135	12	4.20	524
DT-MU	Res	CODE	90%	90,000	378,000	25,000	135	12	4.20	524	369,250	25,000	135	12	4.10	513

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Non-Res	MKT	95%	90,000	419,600	25,000	176	12	4.66	850
DT-MU	Non-Res	MKT	90%	90,000	383,600	25,000	163	11	4.26	781
DT-MU	Res	CODE	100%	10,000	54,160	5,000	111	10	5.42	79
DT-MU	Res	CODE	95%	10,000	52,250	4,750	111	10	5.23	76
DT-MU	Res	CODE	90%	10,000	37,100	4,500	80	7	3.71	57
DT-MU	Res	CODE	85%	10,000	36,850	4,250	80	7	3.69	56
DT-MU	Res	MKT	100%	10,000	54,160	5,000	111	10	5.42	79
DT-MU	Res	MKT	95%	10,000	52,250	4,750	111	10	5.23	76
DT-MU	Res	MKT	90%	10,000	37,100	4,500	80	7	3.71	57
DT-MU	Res	CODE	100%	25,000	122,620	12,500	90	8	4.90	182
DT-MU	Res	CODE	95%	25,000	121,995	11,875	90	8	4.88	180
DT-MU	Res	CODE	90%	25,000	103,850	11,250	80	7	4.15	156
DT-MU	Res	CODE	85%	25,000	99,355	10,625	80	7	3.97	149
DT-MU	Res	MKT	100%	25,000	137,500	12,500	111	10	5.50	200
DT-MU	Res	MKT	95%	25,000	112,875	11,875	90	8	4.52	169
DT-MU	Res	MKT	90%	25,000	112,250	11,250	90	8	4.49	166
DT-MU	Res	CODE	100%	45,000	242,000	22,500	165	15	5.38	353
DT-MU	Res	CODE	95%	45,000	235,125	21,375	165	15	5.23	342
DT-MU	Res	CODE	90%	45,000	222,750	20,250	155	14	4.95	324
DT-MU	Res	CODE	85%	45,000	210,375	19,125	145	13	4.68	306
DT-MU	Res	MKT	100%	45,000	245,000	22,500	186	17	5.44	357
DT-MU	Res	MKT	95%	45,000	230,375	21,375	175	16	5.12	336
DT-MU	Res	MKT	90%	45,000	222,750	20,250	175	16	4.95	324
DT-MU	Res	CODE	100%	60,000	321,450	25,000	226	21	5.36	456
DT-MU	Res	CODE	95%	60,000	309,300	25,000	216	20	5.16	441
DT-MU	Res	CODE	90%	60,000	295,000	25,000	206	19	4.92	424
DT-MU	Res	CODE	85%	60,000	280,000	25,000	196	18	4.67	406
DT-MU	Res	MKT	100%	60,000	321,750	25,000	254	23	5.36	456
DT-MU	Res	MKT	95%	60,000	309,600	25,000	236	22	5.16	442
DT-MU	Res	MKT	90%	60,000	295,000	25,000	226	21	4.92	424
DT-MU	Res	CODE	100%	75,000	382,200	25,000	285	26	5.10	529
DT-MU	Res	CODE	95%	75,000	381,250	25,000	285	26	5.08	528
DT-MU	Res	CODE	90%	75,000	357,900	25,000	264	24	4.77	499
DT-MU	Res	CODE	85%	75,000	343,750	25,000	254	23	4.58	483
DT-MU	Res	MKT	100%	75,000	358,200	25,000	285	26	4.78	500
DT-MU	Res	MKT	95%	75,000	358,200	25,000	285	26	4.78	500
DT-MU	Res	MKT	90%	75,000	358,200	25,000	285	26	4.78	500
DT-MU	Res	CODE	100%	90,000	475,000	25,000	175	16	5.28	640
DT-MU	Res	CODE	95%	90,000	452,500	25,000	165	15	5.03	613
DT-MU	Res	CODE	90%	90,000	382,200	25,000	285	26	4.25	529

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Res	CODE	85%	90,000	405,000	25,000	145	13	4.50	556	321,450	25,000	226	21	3.57	456
DT-MU	Res	MKT	100%	90,000	465,000	25,000	186	17	5.17	628	384,000	25,000	155	14	4.27	531
DT-MU	Res	MKT	95%	90,000	452,500	25,000	186	17	5.03	613	297,450	25,000	226	21	3.31	427
DT-MU	Res	MKT	90%	90,000	430,000	25,000	175	16	4.78	586	297,450	25,000	226	21	3.31	427
DT-MU-EQ	Non-Res	CODE	100%	10,000	37,500	7,500	107	7	3.75	87	37,500	7,500	107	7	3.75	87
DT-MU-EQ	Non-Res	CODE	95%	10,000	34,205	7,125	94	6	3.42	80	34,205	7,125	94	6	3.42	80
DT-MU-EQ	Non-Res	CODE	90%	10,000	33,750	6,750	94	6	3.38	78	33,750	6,750	94	6	3.38	78
DT-MU-EQ	Non-Res	CODE	85%	10,000	31,875	6,375	94	6	3.19	74	31,875	6,375	94	6	3.19	74
DT-MU-EQ	Non-Res	MKT	100%	10,000	37,500	7,500	107	7	3.75	87	37,500	7,500	107	7	3.75	87
DT-MU-EQ	Non-Res	MKT	95%	10,000	34,205	7,125	94	6	3.42	80	34,205	7,125	94	6	3.42	80
DT-MU-EQ	Non-Res	MKT	90%	10,000	33,750	6,750	94	6	3.38	78	33,750	6,750	94	6	3.38	78
DT-MU-EQ	Non-Res	CODE	100%	25,000	93,750	18,750	94	6	3.75	218	93,750	18,750	94	6	3.75	218
DT-MU-EQ	Non-Res	CODE	95%	25,000	89,063	17,813	94	6	3.56	207	89,063	17,813	94	6	3.56	207
DT-MU-EQ	Non-Res	CODE	90%	25,000	74,435	16,875	82	5	2.98	177	74,435	16,875	82	5	2.98	177
DT-MU-EQ	Non-Res	CODE	85%	25,000	73,498	15,938	82	5	2.94	173	73,498	15,938	82	5	2.94	173
DT-MU-EQ	Non-Res	MKT	100%	25,000	93,750	18,750	94	6	3.75	218	93,750	18,750	94	6	3.75	218
DT-MU-EQ	Non-Res	MKT	95%	25,000	89,063	17,813	94	6	3.56	207	89,063	17,813	94	6	3.56	207
DT-MU-EQ	Non-Res	MKT	90%	25,000	74,435	16,875	82	5	2.98	177	74,435	16,875	82	5	2.98	177
DT-MU-EQ	Non-Res	CODE	100%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	CODE	95%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	CODE	90%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	CODE	85%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	MKT	100%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU-EQ	Non-Res	MKT	95%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU-EQ	Non-Res	MKT	90%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU-EQ	Non-Res	CODE	100%	60,000	202,000	25,000	94	6	3.37	436	202,000	25,000	94	6	3.37	436
DT-MU-EQ	Non-Res	CODE	95%	60,000	162,000	25,000	82	5	2.70	360	162,000	25,000	82	5	2.70	360
DT-MU-EQ	Non-Res	CODE	90%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU-EQ	Non-Res	CODE	85%	60,000	136,000	25,000	107	7	2.27	311	136,000	25,000	107	7	2.27	311
DT-MU-EQ	Non-Res	MKT	100%	60,000	199,600	25,000	94	6	3.33	432	199,600	25,000	94	6	3.33	432
DT-MU-EQ	Non-Res	MKT	95%	60,000	159,600	25,000	82	5	2.66	356	159,600	25,000	82	5	2.66	356
DT-MU-EQ	Non-Res	MKT	90%	60,000	134,800	25,000	107	7	2.25	309	134,800	25,000	107	7	2.25	309
DT-MU-EQ	Non-Res	CODE	100%	75,000	242,000	25,000	107	7	3.23	512	242,000	25,000	107	7	3.23	512
DT-MU-EQ	Non-Res	CODE	95%	75,000	202,000	25,000	94	6	2.69	436	202,000	25,000	94	6	2.69	436
DT-MU-EQ	Non-Res	CODE	90%	75,000	202,000	25,000	94	6	2.69	436	202,000	25,000	94	6	2.69	436
DT-MU-EQ	Non-Res	CODE	85%	75,000	202,000	25,000	94	6	2.69	436	202,000	25,000	94	6	2.69	436
DT-MU-EQ	Non-Res	MKT	100%	75,000	239,600	25,000	107	7	3.19	508	239,600	25,000	107	7	3.19	508
DT-MU-EQ	Non-Res	MKT	95%	75,000	199,600	25,000	94	6	2.66	432	199,600	25,000	94	6	2.66	432
DT-MU-EQ	Non-Res	MKT	90%	75,000	199,600	25,000	94	6	2.66	432	199,600	25,000	94	6	2.66	432
DT-MU-EQ	Non-Res	CODE	100%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Res	CODE	85%	90,000	369,250	25,000	135	12	4.10	513	321,450	25,000	226	21	3.57	456
DT-MU	Res	MKT	100%	90,000	430,000	25,000	175	16	4.78	586	407,500	25,000	165	15	4.53	559
DT-MU	Res	MKT	95%	90,000	409,750	25,000	165	15	4.55	562	384,000	25,000	155	14	4.27	531
DT-MU	Res	MKT	90%	90,000	384,000	25,000	155	14	4.27	531	369,250	25,000	155	14	4.10	513
DT-MU-EQ	Non-Res	CODE	100%	10,000	41,350	8,750	107	7	4.14	97	40,625	8,125	107	7	4.06	94
DT-MU-EQ	Non-Res	CODE	95%	10,000	40,913	8,313	107	7	4.09	95	38,594	7,719	107	7	3.86	90
DT-MU-EQ	Non-Res	CODE	90%	10,000	39,375	7,875	107	7	3.94	91	34,393	7,313	94	6	3.44	81
DT-MU-EQ	Non-Res	CODE	85%	10,000	34,518	7,438	94	6	3.45	81	33,986	6,906	94	6	3.40	79
DT-MU-EQ	Non-Res	MKT	100%	10,000	41,350	8,750	107	7	4.14	97	40,625	8,125	107	7	4.06	94
DT-MU-EQ	Non-Res	MKT	95%	10,000	40,913	8,313	107	7	4.09	95	38,594	7,719	107	7	3.86	90
DT-MU-EQ	Non-Res	MKT	90%	10,000	39,375	7,875	107	7	3.94	91	34,393	7,313	94	6	3.44	81
DT-MU-EQ	Non-Res	CODE	100%	25,000	109,375	21,875	107	7	4.38	254	95,393	20,313	94	6	3.82	224
DT-MU-EQ	Non-Res	CODE	95%	25,000	95,861	20,781	94	6	3.83	226	94,377	19,297	94	6	3.78	220
DT-MU-EQ	Non-Res	CODE	90%	25,000	94,768	19,688	94	6	3.79	221	91,406	18,281	94	6	3.66	212
DT-MU-EQ	Non-Res	CODE	85%	25,000	92,969	18,594	94	6	3.72	216	74,826	17,266	82	5	2.99	178
DT-MU-EQ	Non-Res	MKT	100%	25,000	109,375	21,875	107	7	4.38	254	95,393	20,313	94	6	3.82	224
DT-MU-EQ	Non-Res	MKT	95%	25,000	95,861	20,781	94	6	3.83	226	94,377	19,297	94	6	3.78	220
DT-MU-EQ	Non-Res	MKT	90%	25,000	94,768	19,688	94	6	3.79	221	91,406	18,281	94	6	3.66	212
DT-MU-EQ	Non-Res	CODE	100%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	CODE	95%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	CODE	90%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	CODE	85%	45,000	136,000	25,000	107	7	3.02	311	136,000	25,000	107	7	3.02	311
DT-MU-EQ	Non-Res	MKT	100%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU-EQ	Non-Res	MKT	95%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU-EQ	Non-Res	MKT	90%	45,000	134,800	25,000	107	7	3.00	309	134,800	25,000	107	7	3.00	309
DT-MU-EQ	Non-Res	CODE	100%	60,000	202,000	25,000	94	6	3.37	436	202,000	25,000	94	6	3.37	436
DT-MU-EQ	Non-Res	CODE	95%	60,000	202,000	25,000	94	6	3.37	436	202,000	25,000	94	6	3.37	436
DT-MU-EQ	Non-Res	CODE	90%	60,000	202,000	25,000	94	6	3.37	436	200,500	25,000	94	6	3.34	433
DT-MU-EQ	Non-Res	CODE	85%	60,000	202,000	25,000	94	6	3.37	436	136,000	25,000	107	7	2.27	311
DT-MU-EQ	Non-Res	MKT	100%	60,000	199,600	25,000	94	6	3.33	432	199,600	25,000	94	6	3.33	432
DT-MU-EQ	Non-Res	MKT	95%	60,000	199,600	25,000	94	6	3.33	432	199,600	25,000	94	6	3.33	432
DT-MU-EQ	Non-Res	MKT	90%	60,000	199,600	25,000	94	6	3.33	432	199,600	25,000	94	6	3.33	432
DT-MU-EQ	Non-Res	CODE	100%	75,000	242,000	25,000	107	7	3.23	512	242,000	25,000	107	7	3.23	512
DT-MU-EQ	Non-Res	CODE	95%	75,000	242,000	25,000	107	7	3.23	512	242,000	25,000	107	7	3.23	512
DT-MU-EQ	Non-Res	CODE	90%	75,000	242,000	25,000	107	7	3.23	512	242,000	25,000	107	7	3.23	512
DT-MU-EQ	Non-Res	CODE	85%	75,000	242,000	25,000	107	7	3.23	512	202,000	25,000	94	6	2.69	436
DT-MU-EQ	Non-Res	MKT	100%	75,000	239,600	25,000	107	7	3.19	508	239,600	25,000	107	7	3.19	508
DT-MU-EQ	Non-Res	MKT	95%	75,000	239,600	25,000	107	7	3.19	508	239,600	25,000	107	7	3.19	508
DT-MU-EQ	Non-Res	MKT	90%	75,000	239,600	25,000	107	7	3.19	508	239,600	25,000	107	7	3.19	508
DT-MU-EQ	Non-Res	CODE	100%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU	Res	CODE	85%	90,000	382,200	25,000	285	26	4.25	529
DT-MU	Res	MKT	100%	90,000	465,000	25,000	186	17	5.17	628
DT-MU	Res	MKT	95%	90,000	452,500	25,000	186	17	5.03	613
DT-MU	Res	MKT	90%	90,000	358,200	25,000	285	26	3.98	500
DT-MU-EQ	Non-Res	CODE	100%	10,000	59,160	10,000	150	10	5.92	133
DT-MU-EQ	Non-Res	CODE	95%	10,000	57,500	10,000	150	10	5.75	130
DT-MU-EQ	Non-Res	CODE	90%	10,000	48,120	10,000	120	8	4.81	112
DT-MU-EQ	Non-Res	CODE	85%	10,000	46,980	10,000	120	8	4.70	110
DT-MU-EQ	Non-Res	MKT	100%	10,000	59,160	10,000	150	10	5.92	133
DT-MU-EQ	Non-Res	MKT	95%	10,000	57,500	10,000	150	10	5.75	130
DT-MU-EQ	Non-Res	MKT	90%	10,000	48,120	10,000	120	8	4.81	112
DT-MU-EQ	Non-Res	CODE	100%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	CODE	95%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	CODE	90%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	CODE	85%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	MKT	100%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	MKT	95%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	MKT	90%	25,000	117,600	25,000	107	7	4.70	276
DT-MU-EQ	Non-Res	CODE	100%	45,000	244,000	25,000	189	13	5.42	516
DT-MU-EQ	Non-Res	CODE	95%	45,000	226,000	25,000	176	12	5.02	482
DT-MU-EQ	Non-Res	CODE	90%	45,000	226,000	25,000	176	12	5.02	482
DT-MU-EQ	Non-Res	CODE	85%	45,000	208,000	25,000	163	11	4.62	448
DT-MU-EQ	Non-Res	MKT	100%	45,000	242,800	25,000	189	13	5.40	514
DT-MU-EQ	Non-Res	MKT	95%	45,000	224,800	25,000	176	12	5.00	480
DT-MU-EQ	Non-Res	MKT	90%	45,000	224,800	25,000	176	12	5.00	480
DT-MU-EQ	Non-Res	CODE	100%	60,000	280,000	25,000	214	15	4.67	585
DT-MU-EQ	Non-Res	CODE	95%	60,000	280,000	25,000	214	15	4.67	585
DT-MU-EQ	Non-Res	CODE	90%	60,000	280,000	25,000	214	15	4.67	585
DT-MU-EQ	Non-Res	CODE	85%	60,000	262,000	25,000	201	14	4.37	550
DT-MU-EQ	Non-Res	MKT	100%	60,000	278,800	25,000	214	15	4.65	582
DT-MU-EQ	Non-Res	MKT	95%	60,000	278,800	25,000	214	15	4.65	582
DT-MU-EQ	Non-Res	MKT	90%	60,000	278,800	25,000	214	15	4.65	582
DT-MU-EQ	Non-Res	CODE	100%	75,000	350,000	25,000	150	10	4.67	718
DT-MU-EQ	Non-Res	CODE	95%	75,000	350,000	25,000	150	10	4.67	718
DT-MU-EQ	Non-Res	CODE	90%	75,000	280,000	25,000	214	15	3.73	585
DT-MU-EQ	Non-Res	CODE	85%	75,000	280,000	25,000	214	15	3.73	585
DT-MU-EQ	Non-Res	MKT	100%	75,000	347,600	25,000	150	10	4.63	713
DT-MU-EQ	Non-Res	MKT	95%	75,000	347,600	25,000	150	10	4.63	713
DT-MU-EQ	Non-Res	MKT	90%	75,000	278,800	25,000	214	15	3.72	582
DT-MU-EQ	Non-Res	CODE	100%	90,000	422,000	25,000	176	12	4.69	854

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU-EQ	Non-Res	CODE	95%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU-EQ	Non-Res	CODE	90%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU-EQ	Non-Res	CODE	85%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU-EQ	Non-Res	MKT	100%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508
DT-MU-EQ	Non-Res	MKT	95%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508
DT-MU-EQ	Non-Res	MKT	90%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508
DT-O-1	Non-Res	CODE	100%	25,000	222,000	25,000	176	12	8.88	474	186,960	25,000	150	10	7.48	408
DT-O-1	Non-Res	CODE	95%	25,000	215,000	25,000	176	12	8.60	461	179,375	25,000	150	10	7.18	393
DT-O-1	Non-Res	CODE	90%	25,000	204,480	25,000	163	11	8.18	441	151,920	25,000	120	8	6.08	341
DT-O-1	Non-Res	CODE	85%	25,000	186,960	25,000	150	10	7.48	408	145,605	25,000	120	8	5.82	329
DT-O-1	Non-Res	MKT	100%	25,000	222,000	25,000	176	12	8.88	474	186,960	25,000	150	10	7.48	408
DT-O-1	Non-Res	MKT	95%	25,000	215,000	25,000	176	12	8.60	461	179,375	25,000	150	10	7.18	393
DT-O-1	Non-Res	MKT	90%	25,000	204,480	25,000	163	11	8.18	441	151,920	25,000	120	8	6.08	341
DT-O-1	Non-Res	CODE	100%	45,000	385,000	25,000	227	16	8.56	784	317,500	25,000	189	13	7.06	656
DT-O-1	Non-Res	CODE	95%	45,000	367,000	25,000	214	15	8.16	750	297,600	25,000	176	12	6.61	618
DT-O-1	Non-Res	CODE	90%	45,000	345,600	25,000	201	14	7.68	709	288,250	25,000	176	12	6.41	600
DT-O-1	Non-Res	CODE	85%	45,000	321,600	25,000	189	13	7.15	664	273,600	25,000	163	11	6.08	572
DT-O-1	Non-Res	MKT	100%	45,000	381,600	25,000	240	17	8.48	778	316,800	25,000	201	14	7.04	654
DT-O-1	Non-Res	MKT	95%	45,000	360,000	25,000	227	16	8.00	737	295,200	25,000	189	13	6.56	613
DT-O-1	Non-Res	MKT	90%	45,000	338,400	25,000	214	15	7.52	695	288,250	25,000	189	13	6.41	600
DT-O-1	Non-Res	CODE	100%	60,000	505,000	25,000	313	21	8.42	1,012	415,000	25,000	240	17	6.92	841
DT-O-1	Non-Res	CODE	95%	60,000	481,000	25,000	301	20	8.02	966	393,600	25,000	227	16	6.56	800
DT-O-1	Non-Res	CODE	90%	60,000	457,000	25,000	275	19	7.62	921	369,600	25,000	214	15	6.16	755
DT-O-1	Non-Res	CODE	85%	60,000	433,000	25,000	253	18	7.22	875	356,500	25,000	214	15	5.94	730
DT-O-1	Non-Res	MKT	100%	60,000	505,000	25,000	339	23	8.42	1,012	415,000	25,000	275	19	6.92	841
DT-O-1	Non-Res	MKT	95%	60,000	481,000	25,000	326	22	8.02	966	395,500	25,000	253	18	6.59	804
DT-O-1	Non-Res	MKT	90%	60,000	446,400	25,000	301	20	7.44	901	376,000	25,000	240	17	6.27	767
DT-O-1	Non-Res	CODE	100%	75,000	625,000	25,000	377	26	8.33	1,240	512,500	25,000	313	21	6.83	1,026
DT-O-1	Non-Res	CODE	95%	75,000	585,600	25,000	352	24	7.81	1,165	488,125	25,000	301	20	6.51	980
DT-O-1	Non-Res	CODE	90%	75,000	561,600	25,000	339	23	7.49	1,120	463,750	25,000	275	19	6.18	934
DT-O-1	Non-Res	CODE	85%	75,000	535,000	25,000	326	22	7.13	1,069	439,375	25,000	253	18	5.86	887
DT-O-1	Non-Res	MKT	100%	75,000	619,200	25,000	403	28	8.26	1,229	511,200	25,000	339	23	6.82	1,024
DT-O-1	Non-Res	MKT	95%	75,000	595,000	25,000	390	27	7.93	1,183	488,125	25,000	326	22	6.51	980
DT-O-1	Non-Res	MKT	90%	75,000	554,400	25,000	365	25	7.39	1,106	463,750	25,000	313	21	6.18	934
DT-O-1	Non-Res	CODE	100%	90,000	745,000	25,000	441	31	8.28	1,468	609,600	25,000	365	25	6.77	1,211
DT-O-1	Non-Res	CODE	95%	90,000	705,600	25,000	416	29	7.84	1,393	580,750	25,000	352	24	6.45	1,156
DT-O-1	Non-Res	CODE	90%	90,000	673,000	25,000	403	28	7.48	1,331	551,500	25,000	339	23	6.13	1,100
DT-O-1	Non-Res	CODE	85%	90,000	633,600	25,000	377	26	7.04	1,256	513,600	25,000	313	21	5.71	1,028
DT-O-1	Non-Res	MKT	100%	90,000	705,600	25,000	454	32	7.84	1,393	610,000	25,000	403	28	6.78	1,212
DT-O-1	Non-Res	MKT	95%	90,000	705,600	25,000	454	32	7.84	1,393	576,000	25,000	377	26	6.40	1,147

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU-EQ	Non-Res	CODE	95%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU-EQ	Non-Res	CODE	90%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU-EQ	Non-Res	CODE	85%	90,000	242,000	25,000	107	7	2.69	512	242,000	25,000	107	7	2.69	512
DT-MU-EQ	Non-Res	MKT	100%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508
DT-MU-EQ	Non-Res	MKT	95%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508
DT-MU-EQ	Non-Res	MKT	90%	90,000	239,600	25,000	107	7	2.66	508	239,600	25,000	107	7	2.66	508
DT-O-1	Non-Res	CODE	100%	25,000	200,000	25,000	163	11	8.00	433	186,960	25,000	150	10	7.48	408
DT-O-1	Non-Res	CODE	95%	25,000	186,960	25,000	150	10	7.48	408	185,313	25,000	150	10	7.41	405
DT-O-1	Non-Res	CODE	90%	25,000	182,500	25,000	150	10	7.30	399	151,920	25,000	120	8	6.08	341
DT-O-1	Non-Res	CODE	85%	25,000	151,920	25,000	120	8	6.08	341	150,918	25,000	120	8	6.04	339
DT-O-1	Non-Res	MKT	100%	25,000	200,000	25,000	163	11	8.00	433	186,960	25,000	150	10	7.48	408
DT-O-1	Non-Res	MKT	95%	25,000	186,960	25,000	150	10	7.48	408	185,313	25,000	150	10	7.41	405
DT-O-1	Non-Res	MKT	90%	25,000	182,500	25,000	150	10	7.30	399	151,920	25,000	120	8	6.08	341
DT-O-1	Non-Res	CODE	100%	45,000	340,000	25,000	201	14	7.56	699	321,600	25,000	189	13	7.15	664
DT-O-1	Non-Res	CODE	95%	45,000	321,600	25,000	189	13	7.15	664	313,563	25,000	189	13	6.97	648
DT-O-1	Non-Res	CODE	90%	45,000	308,500	25,000	189	13	6.86	639	297,600	25,000	176	12	6.61	618
DT-O-1	Non-Res	CODE	85%	45,000	292,750	25,000	176	12	6.51	609	273,600	25,000	163	11	6.08	572
DT-O-1	Non-Res	MKT	100%	45,000	338,400	25,000	214	15	7.52	695	328,750	25,000	214	15	7.31	677
DT-O-1	Non-Res	MKT	95%	45,000	316,800	25,000	201	14	7.04	654	313,563	25,000	201	14	6.97	648
DT-O-1	Non-Res	MKT	90%	45,000	308,500	25,000	201	14	6.86	639	295,200	25,000	189	13	6.56	613
DT-O-1	Non-Res	CODE	100%	60,000	441,600	25,000	253	18	7.36	892	430,000	25,000	253	18	7.17	870
DT-O-1	Non-Res	CODE	95%	60,000	417,600	25,000	240	17	6.96	846	409,750	25,000	240	17	6.83	831
DT-O-1	Non-Res	CODE	90%	60,000	393,600	25,000	227	16	6.56	800	389,500	25,000	227	16	6.49	793
DT-O-1	Non-Res	CODE	85%	60,000	382,000	25,000	227	16	6.37	778	369,250	25,000	214	15	6.15	754
DT-O-1	Non-Res	MKT	100%	60,000	445,000	25,000	301	20	7.42	898	424,800	25,000	275	19	7.08	860
DT-O-1	Non-Res	MKT	95%	60,000	424,000	25,000	275	19	7.07	858	403,200	25,000	253	18	6.72	819
DT-O-1	Non-Res	MKT	90%	60,000	403,000	25,000	253	18	6.72	818	381,600	25,000	240	17	6.36	778
DT-O-1	Non-Res	CODE	100%	75,000	550,000	25,000	339	23	7.33	1,098	531,250	25,000	326	22	7.08	1,062
DT-O-1	Non-Res	CODE	95%	75,000	513,600	25,000	313	21	6.85	1,028	505,938	25,000	313	21	6.75	1,014
DT-O-1	Non-Res	CODE	90%	75,000	489,600	25,000	301	20	6.53	983	480,625	25,000	301	20	6.41	966
DT-O-1	Non-Res	CODE	85%	75,000	465,600	25,000	275	19	6.21	937	455,313	25,000	275	19	6.07	918
DT-O-1	Non-Res	MKT	100%	75,000	550,000	25,000	365	25	7.33	1,098	531,250	25,000	352	24	7.08	1,062
DT-O-1	Non-Res	MKT	95%	75,000	523,750	25,000	352	24	6.98	1,048	505,938	25,000	339	23	6.75	1,014
DT-O-1	Non-Res	MKT	90%	75,000	489,600	25,000	326	22	6.53	983	480,625	25,000	326	22	6.41	966
DT-O-1	Non-Res	CODE	100%	90,000	655,000	25,000	390	27	7.28	1,297	632,500	25,000	377	26	7.03	1,254
DT-O-1	Non-Res	CODE	95%	90,000	623,500	25,000	377	26	6.93	1,237	602,125	25,000	365	25	6.69	1,197
DT-O-1	Non-Res	CODE	90%	90,000	585,600	25,000	352	24	6.51	1,165	561,600	25,000	339	23	6.24	1,120
DT-O-1	Non-Res	CODE	85%	90,000	560,500	25,000	339	23	6.23	1,117	537,600	25,000	326	22	5.97	1,074
DT-O-1	Non-Res	MKT	100%	90,000	655,000	25,000	429	30	7.28	1,297	632,500	25,000	416	29	7.03	1,254
DT-O-1	Non-Res	MKT	95%	90,000	619,200	25,000	403	28	6.88	1,229	597,600	25,000	390	27	6.64	1,188

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-MU-EQ	Non-Res	CODE	95%	90,000	422,000	25,000	176	12	4.69	854
DT-MU-EQ	Non-Res	CODE	90%	90,000	386,000	25,000	163	11	4.29	786
DT-MU-EQ	Non-Res	CODE	85%	90,000	386,000	25,000	163	11	4.29	786
DT-MU-EQ	Non-Res	MKT	100%	90,000	419,600	25,000	176	12	4.66	850
DT-MU-EQ	Non-Res	MKT	95%	90,000	419,600	25,000	176	12	4.66	850
DT-MU-EQ	Non-Res	MKT	90%	90,000	383,600	25,000	163	11	4.26	781
DT-O-1	Non-Res	CODE	100%	25,000	222,000	25,000	176	12	8.88	474
DT-O-1	Non-Res	CODE	95%	25,000	215,000	25,000	176	12	8.60	461
DT-O-1	Non-Res	CODE	90%	25,000	204,480	25,000	163	11	8.18	441
DT-O-1	Non-Res	CODE	85%	25,000	186,960	25,000	150	10	7.48	408
DT-O-1	Non-Res	MKT	100%	25,000	222,000	25,000	176	12	8.88	474
DT-O-1	Non-Res	MKT	95%	25,000	215,000	25,000	176	12	8.60	461
DT-O-1	Non-Res	MKT	90%	25,000	204,480	25,000	163	11	8.18	441
DT-O-1	Non-Res	CODE	100%	45,000	385,000	25,000	227	16	8.56	784
DT-O-1	Non-Res	CODE	95%	45,000	367,000	25,000	214	15	8.16	750
DT-O-1	Non-Res	CODE	90%	45,000	345,600	25,000	201	14	7.68	709
DT-O-1	Non-Res	CODE	85%	45,000	321,600	25,000	189	13	7.15	664
DT-O-1	Non-Res	MKT	100%	45,000	381,600	25,000	240	17	8.48	778
DT-O-1	Non-Res	MKT	95%	45,000	360,000	25,000	227	16	8.00	737
DT-O-1	Non-Res	MKT	90%	45,000	338,400	25,000	214	15	7.52	695
DT-O-1	Non-Res	CODE	100%	60,000	505,000	25,000	313	21	8.42	1,012
DT-O-1	Non-Res	CODE	95%	60,000	481,000	25,000	301	20	8.02	966
DT-O-1	Non-Res	CODE	90%	60,000	457,000	25,000	275	19	7.62	921
DT-O-1	Non-Res	CODE	85%	60,000	433,000	25,000	253	18	7.22	875
DT-O-1	Non-Res	MKT	100%	60,000	505,000	25,000	339	23	8.42	1,012
DT-O-1	Non-Res	MKT	95%	60,000	481,000	25,000	326	22	8.02	966
DT-O-1	Non-Res	MKT	90%	60,000	446,400	25,000	301	20	7.44	901
DT-O-1	Non-Res	CODE	100%	75,000	625,000	25,000	377	26	8.33	1,240
DT-O-1	Non-Res	CODE	95%	75,000	585,600	25,000	352	24	7.81	1,165
DT-O-1	Non-Res	CODE	90%	75,000	561,600	25,000	339	23	7.49	1,120
DT-O-1	Non-Res	CODE	85%	75,000	535,000	25,000	326	22	7.13	1,069
DT-O-1	Non-Res	MKT	100%	75,000	619,200	25,000	403	28	8.26	1,229
DT-O-1	Non-Res	MKT	95%	75,000	595,000	25,000	390	27	7.93	1,183
DT-O-1	Non-Res	MKT	90%	75,000	554,400	25,000	365	25	7.39	1,106
DT-O-1	Non-Res	CODE	100%	90,000	745,000	25,000	441	31	8.28	1,468
DT-O-1	Non-Res	CODE	95%	90,000	705,600	25,000	416	29	7.84	1,393
DT-O-1	Non-Res	CODE	90%	90,000	673,000	25,000	403	28	7.48	1,331
DT-O-1	Non-Res	CODE	85%	90,000	633,600	25,000	377	26	7.04	1,256
DT-O-1	Non-Res	MKT	100%	90,000	745,000	25,000	480	34	8.28	1,468
DT-O-1	Non-Res	MKT	95%	90,000	705,600	25,000	454	32	7.84	1,393

SUMMARY OF PROJECT PROTOTYPES

		Prototype		Parcel	CURRENT MAX ZONING						NEW BASE (LOW)					
					Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-1	Non-Res	MKT	90%	90,000	662,400	25,000	429	30	7.36	1,311	551,500	25,000	365	25	6.13	1,100
DT-O-1	Non-Res	CODE	100%	105,000	865,000	25,000	253	18	8.24	1,696	705,600	25,000	416	29	6.72	1,393
DT-O-1	Non-Res	CODE	95%	105,000	823,000	25,000	240	17	7.84	1,616	673,375	25,000	403	28	6.41	1,332
DT-O-1	Non-Res	CODE	90%	105,000	781,000	25,000	227	16	7.44	1,536	633,600	25,000	377	26	6.03	1,256
DT-O-1	Non-Res	CODE	85%	105,000	729,600	25,000	429	30	6.95	1,439	605,125	25,000	365	25	5.76	1,202
DT-O-1	Non-Res	MKT	100%	105,000	849,600	25,000	275	19	8.09	1,667	705,600	25,000	454	32	6.72	1,393
DT-O-1	Non-Res	MKT	95%	105,000	806,400	25,000	253	18	7.68	1,585	673,375	25,000	441	31	6.41	1,332
DT-O-1	Non-Res	MKT	90%	105,000	763,200	25,000	240	17	7.27	1,503	639,250	25,000	416	29	6.09	1,267
DT-O-1	Res	CODE	100%	25,000	270,120	25,000	196	18	10.80	394	225,245	20,625	165	15	9.01	328
DT-O-1	Res	CODE	95%	25,000	255,370	23,750	186	17	10.21	373	210,714	19,594	155	14	8.43	308
DT-O-1	Res	CODE	90%	25,000	247,500	22,500	186	17	9.90	360	204,188	18,563	155	14	8.17	297
DT-O-1	Res	CODE	85%	25,000	233,750	21,250	175	16	9.35	340	192,844	17,531	145	13	7.71	281
DT-O-1	Res	MKT	100%	25,000	274,500	25,000	206	19	10.98	399	226,875	20,625	175	16	9.08	330
DT-O-1	Res	MKT	95%	25,000	259,750	23,750	196	18	10.39	378	215,094	19,594	165	15	8.60	313
DT-O-1	Res	MKT	90%	25,000	245,000	22,500	186	17	9.80	357	200,563	18,563	155	14	8.02	293
DT-O-1	Res	CODE	100%	45,000	472,500	25,000	346	31	10.50	637	391,500	25,000	275	25	8.70	540
DT-O-1	Res	CODE	95%	45,000	452,500	25,000	336	30	10.06	613	377,688	25,000	264	24	8.39	523
DT-O-1	Res	CODE	90%	45,000	430,000	25,000	305	28	9.56	586	359,125	25,000	254	23	7.98	501
DT-O-1	Res	CODE	85%	45,000	405,000	25,000	285	26	9.00	556	337,500	25,000	226	21	7.50	475
DT-O-1	Res	MKT	100%	45,000	475,000	25,000	376	34	10.56	640	396,000	25,000	305	28	8.80	545
DT-O-1	Res	MKT	95%	45,000	450,000	25,000	356	32	10.00	610	377,688	25,000	295	27	8.39	523
DT-O-1	Res	MKT	90%	45,000	430,000	25,000	346	31	9.56	586	355,500	25,000	275	25	7.90	497
DT-O-1	Res	CODE	100%	60,000	607,500	25,000	447	41	10.13	799	520,000	25,000	386	35	8.67	694
DT-O-1	Res	CODE	95%	60,000	594,000	25,000	437	40	9.90	783	495,250	25,000	366	33	8.25	664
DT-O-1	Res	CODE	90%	60,000	565,000	25,000	417	38	9.42	748	470,500	25,000	346	31	7.84	635
DT-O-1	Res	CODE	85%	60,000	535,000	25,000	397	36	8.92	712	445,500	25,000	315	29	7.43	605
DT-O-1	Res	MKT	100%	60,000	571,500	25,000	447	41	9.53	756	517,500	25,000	407	37	8.63	691
DT-O-1	Res	MKT	95%	60,000	571,500	25,000	447	41	9.53	756	490,500	25,000	386	35	8.18	659
DT-O-1	Res	MKT	90%	60,000	565,000	25,000	447	41	9.42	748	470,500	25,000	376	34	7.84	635
DT-O-1	Res	CODE	100%	75,000	775,000	25,000	285	26	10.33	1,000	607,500	25,000	447	41	8.10	799
DT-O-1	Res	CODE	95%	75,000	726,000	25,000	264	24	9.68	941	607,500	25,000	447	41	8.10	799
DT-O-1	Res	CODE	90%	75,000	607,500	25,000	447	41	8.10	799	580,500	25,000	427	39	7.74	767
DT-O-1	Res	CODE	85%	75,000	607,500	25,000	447	41	8.10	799	550,938	25,000	407	37	7.35	731
DT-O-1	Res	MKT	100%	75,000	775,000	25,000	315	29	10.33	1,000	571,500	25,000	447	41	7.62	756
DT-O-1	Res	MKT	95%	75,000	735,000	25,000	295	27	9.80	952	571,500	25,000	447	41	7.62	756
DT-O-1	Res	MKT	90%	75,000	571,500	25,000	447	41	7.62	756	571,500	25,000	447	41	7.62	756
DT-O-1	Res	CODE	100%	90,000	915,000	25,000	346	31	10.17	1,168	767,500	25,000	285	26	8.53	991
DT-O-1	Res	CODE	95%	90,000	880,000	25,000	336	30	9.78	1,126	726,000	25,000	264	24	8.07	941
DT-O-1	Res	CODE	90%	90,000	834,000	25,000	305	28	9.27	1,071	607,500	25,000	447	41	6.75	799
DT-O-1	Res	CODE	85%	90,000	780,000	25,000	285	26	8.67	1,006	607,500	25,000	447	41	6.75	799

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-1	Non-Res	MKT	90%	90,000	592,000	25,000	390	27	6.58	1,177	571,750	25,000	377	26	6.35	1,139
DT-O-1	Non-Res	CODE	100%	105,000	753,600	25,000	441	31	7.18	1,484	729,600	25,000	429	30	6.95	1,439
DT-O-1	Non-Res	CODE	95%	105,000	723,250	25,000	429	30	6.89	1,427	698,313	25,000	416	29	6.65	1,379
DT-O-1	Non-Res	CODE	90%	105,000	681,600	25,000	403	28	6.49	1,348	657,600	25,000	390	27	6.26	1,302
DT-O-1	Non-Res	CODE	85%	105,000	649,750	25,000	390	27	6.19	1,287	627,438	25,000	377	26	5.98	1,245
DT-O-1	Non-Res	MKT	100%	105,000	705,600	25,000	454	32	6.72	1,393	705,600	25,000	454	32	6.72	1,393
DT-O-1	Non-Res	MKT	95%	105,000	705,600	25,000	454	32	6.72	1,393	698,313	25,000	454	32	6.65	1,379
DT-O-1	Non-Res	MKT	90%	105,000	684,000	25,000	441	31	6.51	1,352	662,400	25,000	429	30	6.31	1,311
DT-O-1	Res	CODE	100%	25,000	239,995	21,875	175	16	9.60	349	233,750	21,250	175	16	9.35	340
DT-O-1	Res	CODE	95%	25,000	225,401	20,781	165	15	9.02	329	222,063	20,188	165	15	8.88	323
DT-O-1	Res	CODE	90%	25,000	210,808	19,688	155	14	8.43	308	210,245	19,125	155	14	8.41	306
DT-O-1	Res	CODE	85%	25,000	204,531	18,594	155	14	8.18	298	195,683	18,063	145	13	7.83	285
DT-O-1	Res	MKT	100%	25,000	240,625	21,875	186	17	9.63	350	230,250	21,250	175	16	9.21	336
DT-O-1	Res	MKT	95%	25,000	228,594	20,781	175	16	9.14	333	222,063	20,188	175	16	8.88	323
DT-O-1	Res	MKT	90%	25,000	215,188	19,688	165	15	8.61	313	210,375	19,125	165	15	8.42	306
DT-O-1	Res	CODE	100%	45,000	418,500	25,000	295	27	9.30	572	405,000	25,000	285	26	9.00	556
DT-O-1	Res	CODE	95%	45,000	399,063	25,000	285	26	8.87	549	388,375	25,000	275	25	8.63	536
DT-O-1	Res	CODE	90%	45,000	378,000	25,000	264	24	8.40	524	364,500	25,000	254	23	8.10	507
DT-O-1	Res	CODE	85%	45,000	359,688	25,000	254	23	7.99	502	350,125	25,000	236	22	7.78	490
DT-O-1	Res	MKT	100%	45,000	418,750	25,000	336	30	9.31	573	407,500	25,000	315	29	9.06	559
DT-O-1	Res	MKT	95%	45,000	396,000	25,000	305	28	8.80	545	382,500	25,000	295	27	8.50	529
DT-O-1	Res	MKT	90%	45,000	379,375	25,000	295	27	8.43	525	369,000	25,000	285	26	8.20	513
DT-O-1	Res	CODE	100%	60,000	550,000	25,000	407	37	9.17	730	535,000	25,000	397	36	8.92	712
DT-O-1	Res	CODE	95%	60,000	523,750	25,000	386	35	8.73	699	509,500	25,000	376	34	8.49	681
DT-O-1	Res	CODE	90%	60,000	497,500	25,000	366	33	8.29	667	484,000	25,000	356	32	8.07	651
DT-O-1	Res	CODE	85%	60,000	471,250	25,000	346	31	7.85	636	458,500	25,000	336	30	7.64	620
DT-O-1	Res	MKT	100%	60,000	544,500	25,000	427	39	9.08	723	531,000	25,000	417	38	8.85	707
DT-O-1	Res	MKT	95%	60,000	523,750	25,000	417	38	8.73	699	504,000	25,000	397	36	8.40	675
DT-O-1	Res	MKT	90%	60,000	497,500	25,000	397	36	8.29	667	484,000	25,000	386	35	8.07	651
DT-O-1	Res	CODE	100%	75,000	607,500	25,000	447	41	8.10	799	607,500	25,000	447	41	8.10	799
DT-O-1	Res	CODE	95%	75,000	607,500	25,000	447	41	8.10	799	607,500	25,000	447	41	8.10	799
DT-O-1	Res	CODE	90%	75,000	607,500	25,000	447	41	8.10	799	594,000	25,000	437	40	7.92	783
DT-O-1	Res	CODE	85%	75,000	580,500	25,000	427	39	7.74	767	566,875	25,000	417	38	7.56	750
DT-O-1	Res	MKT	100%	75,000	571,500	25,000	447	41	7.62	756	571,500	25,000	447	41	7.62	756
DT-O-1	Res	MKT	95%	75,000	571,500	25,000	447	41	7.62	756	571,500	25,000	447	41	7.62	756
DT-O-1	Res	MKT	90%	75,000	571,500	25,000	447	41	7.62	756	571,500	25,000	447	41	7.62	756
DT-O-1	Res	CODE	100%	90,000	807,000	25,000	295	27	8.97	1,038	780,000	25,000	285	26	8.67	1,006
DT-O-1	Res	CODE	95%	90,000	773,125	25,000	285	26	8.59	998	751,750	25,000	275	25	8.35	972
DT-O-1	Res	CODE	90%	90,000	726,000	25,000	264	24	8.07	941	607,500	25,000	447	41	6.75	799
DT-O-1	Res	CODE	85%	90,000	607,500	25,000	447	41	6.75	799	607,500	25,000	447	41	6.75	799

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-1	Non-Res	MKT	90%	90,000	662,400	25,000	429	30	7.36	1,311
DT-O-1	Non-Res	CODE	100%	105,000	864,000	25,000	505	36	8.23	1,694
DT-O-1	Non-Res	CODE	95%	105,000	820,800	25,000	480	34	7.82	1,612
DT-O-1	Non-Res	CODE	90%	105,000	777,600	25,000	454	32	7.41	1,530
DT-O-1	Non-Res	CODE	85%	105,000	729,600	25,000	429	30	6.95	1,439
DT-O-1	Non-Res	MKT	100%	105,000	856,800	25,000	544	39	8.16	1,680
DT-O-1	Non-Res	MKT	95%	105,000	813,600	25,000	518	37	7.75	1,598
DT-O-1	Non-Res	MKT	90%	105,000	770,400	25,000	493	35	7.34	1,516
DT-O-1	Res	CODE	100%	25,000	270,120	25,000	196	18	10.80	394
DT-O-1	Res	CODE	95%	25,000	255,370	23,750	186	17	10.21	373
DT-O-1	Res	CODE	90%	25,000	247,500	22,500	186	17	9.90	360
DT-O-1	Res	CODE	85%	25,000	233,750	21,250	175	16	9.35	340
DT-O-1	Res	MKT	100%	25,000	274,500	25,000	206	19	10.98	399
DT-O-1	Res	MKT	95%	25,000	259,750	23,750	196	18	10.39	378
DT-O-1	Res	MKT	90%	25,000	245,000	22,500	186	17	9.80	357
DT-O-1	Res	CODE	100%	45,000	472,500	25,000	346	31	10.50	637
DT-O-1	Res	CODE	95%	45,000	452,500	25,000	336	30	10.06	613
DT-O-1	Res	CODE	90%	45,000	430,000	25,000	305	28	9.56	586
DT-O-1	Res	CODE	85%	45,000	405,000	25,000	285	26	9.00	556
DT-O-1	Res	MKT	100%	45,000	475,000	25,000	376	34	10.56	640
DT-O-1	Res	MKT	95%	45,000	450,000	25,000	356	32	10.00	610
DT-O-1	Res	MKT	90%	45,000	430,000	25,000	346	31	9.56	586
DT-O-1	Res	CODE	100%	60,000	619,650	25,000	458	42	10.33	814
DT-O-1	Res	CODE	95%	60,000	594,000	25,000	437	40	9.90	783
DT-O-1	Res	CODE	90%	60,000	565,000	25,000	417	38	9.42	748
DT-O-1	Res	CODE	85%	60,000	535,000	25,000	397	36	8.92	712
DT-O-1	Res	MKT	100%	60,000	620,100	25,000	488	45	10.34	814
DT-O-1	Res	MKT	95%	60,000	595,000	25,000	468	43	9.92	784
DT-O-1	Res	MKT	90%	60,000	565,000	25,000	447	41	9.42	748
DT-O-1	Res	CODE	100%	75,000	775,000	25,000	590	55	10.33	1,000
DT-O-1	Res	CODE	95%	75,000	737,500	25,000	559	52	9.83	955
DT-O-1	Res	CODE	90%	75,000	700,000	25,000	529	49	9.33	910
DT-O-1	Res	CODE	85%	75,000	662,500	25,000	498	46	8.83	865
DT-O-1	Res	MKT	100%	75,000	753,750	25,000	600	56	10.05	975
DT-O-1	Res	MKT	95%	75,000	737,500	25,000	590	55	9.83	955
DT-O-1	Res	MKT	90%	75,000	700,000	25,000	559	52	9.33	910
DT-O-1	Res	CODE	100%	90,000	789,750	25,000	600	56	8.78	1,018
DT-O-1	Res	CODE	95%	90,000	789,750	25,000	600	56	8.78	1,018
DT-O-1	Res	CODE	90%	90,000	789,750	25,000	600	56	8.78	1,018
DT-O-1	Res	CODE	85%	90,000	789,750	25,000	600	56	8.78	1,018

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-1	Res	MKT	100%	90,000	924,000	25,000	376	34	10.27	1,179	762,000	25,000	305	28	8.47	984
DT-O-1	Res	MKT	95%	90,000	870,000	25,000	356	32	9.67	1,114	730,375	25,000	295	27	8.12	946
DT-O-1	Res	MKT	90%	90,000	835,000	25,000	346	31	9.28	1,072	571,500	25,000	447	41	6.35	756
DT-O-1	Res	CODE	100%	105,000	1,075,000	25,000	407	37	10.24	1,360	888,000	25,000	336	30	8.46	1,136
DT-O-1	Res	CODE	95%	105,000	1,022,500	25,000	386	35	9.74	1,297	847,938	25,000	315	29	8.08	1,088
DT-O-1	Res	CODE	90%	105,000	969,000	25,000	366	33	9.23	1,233	804,625	25,000	295	27	7.66	1,036
DT-O-1	Res	CODE	85%	105,000	915,000	25,000	346	31	8.71	1,168	753,000	25,000	275	25	7.17	974
DT-O-1	Res	MKT	100%	105,000	1,075,000	25,000	437	40	10.24	1,360	891,250	25,000	366	33	8.49	1,140
DT-O-1	Res	MKT	95%	105,000	1,022,500	25,000	417	38	9.74	1,297	843,000	25,000	346	31	8.03	1,082
DT-O-1	Res	MKT	90%	105,000	970,000	25,000	397	36	9.24	1,234	804,625	25,000	336	30	7.66	1,036
DT-O-2	Non-Res	CODE	100%	25,000	163,560	25,000	150	10	6.54	363	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	95%	25,000	163,560	25,000	150	10	6.54	363	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	90%	25,000	160,000	25,000	150	10	6.40	357	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	85%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	100%	25,000	163,560	25,000	150	10	6.54	363	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	95%	25,000	163,560	25,000	150	10	6.54	363	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	90%	25,000	160,000	25,000	150	10	6.40	357	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	100%	45,000	292,800	25,000	189	13	6.51	609	220,800	25,000	150	10	4.91	472
DT-O-2	Non-Res	CODE	95%	45,000	268,800	25,000	176	12	5.97	563	220,800	25,000	150	10	4.91	472
DT-O-2	Non-Res	CODE	90%	45,000	268,000	25,000	176	12	5.96	562	217,375	25,000	150	10	4.83	466
DT-O-2	Non-Res	CODE	85%	45,000	244,800	25,000	163	11	5.44	518	148,800	25,000	107	7	3.31	335
DT-O-2	Non-Res	MKT	100%	45,000	288,000	25,000	201	14	6.40	600	238,750	25,000	176	12	5.31	506
DT-O-2	Non-Res	MKT	95%	45,000	281,500	25,000	201	14	6.26	587	223,200	25,000	163	11	4.96	477
DT-O-2	Non-Res	MKT	90%	45,000	266,400	25,000	189	13	5.92	559	217,375	25,000	163	11	4.83	466
DT-O-2	Non-Res	CODE	100%	60,000	385,000	25,000	240	17	6.42	784	292,800	25,000	189	13	4.88	609
DT-O-2	Non-Res	CODE	95%	60,000	364,800	25,000	227	16	6.08	746	292,800	25,000	189	13	4.88	609
DT-O-2	Non-Res	CODE	90%	60,000	340,800	25,000	214	15	5.68	700	268,800	25,000	176	12	4.48	563
DT-O-2	Non-Res	CODE	85%	60,000	316,800	25,000	201	14	5.28	654	267,250	25,000	176	12	4.45	560
DT-O-2	Non-Res	MKT	100%	60,000	374,400	25,000	253	18	6.24	764	309,600	25,000	214	15	5.16	641
DT-O-2	Non-Res	MKT	95%	60,000	352,800	25,000	240	17	5.88	723	288,000	25,000	201	14	4.80	600
DT-O-2	Non-Res	MKT	90%	60,000	349,000	25,000	240	17	5.82	716	281,500	25,000	201	14	4.69	587
DT-O-2	Non-Res	CODE	100%	75,000	454,800	25,000	301	20	6.06	917	366,000	25,000	227	16	4.88	748
DT-O-2	Non-Res	CODE	95%	75,000	433,200	25,000	275	19	5.78	876	363,438	25,000	227	16	4.85	743
DT-O-2	Non-Res	CODE	90%	75,000	411,600	25,000	253	18	5.49	835	342,000	25,000	214	15	4.56	702
DT-O-2	Non-Res	CODE	85%	75,000	390,000	25,000	240	17	5.20	794	318,000	25,000	201	14	4.24	657
DT-O-2	Non-Res	MKT	100%	75,000	418,800	25,000	301	20	5.58	848	375,600	25,000	253	18	5.01	766
DT-O-2	Non-Res	MKT	95%	75,000	418,800	25,000	301	20	5.58	848	354,000	25,000	240	17	4.72	725
DT-O-2	Non-Res	MKT	90%	75,000	418,800	25,000	301	20	5.58	848	345,625	25,000	240	17	4.61	709
DT-O-2	Non-Res	CODE	100%	90,000	510,000	25,000	176	12	5.67	1,022	433,200	25,000	275	19	4.81	876
DT-O-2	Non-Res	CODE	95%	90,000	510,000	25,000	176	12	5.67	1,022	411,600	25,000	253	18	4.57	835

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-1	Res	MKT	100%	90,000	812,500	25,000	336	30	9.03	1,045	789,000	25,000	315	29	8.77	1,017
DT-O-1	Res	MKT	95%	90,000	762,000	25,000	305	28	8.47	984	751,750	25,000	305	28	8.35	972
DT-O-1	Res	MKT	90%	90,000	733,750	25,000	295	27	8.15	951	571,500	25,000	447	41	6.35	756
DT-O-1	Res	CODE	100%	105,000	942,000	25,000	356	32	8.97	1,200	915,000	25,000	346	31	8.71	1,168
DT-O-1	Res	CODE	95%	105,000	888,000	25,000	336	30	8.46	1,136	861,000	25,000	315	29	8.20	1,103
DT-O-1	Res	CODE	90%	105,000	851,875	25,000	315	29	8.11	1,092	828,250	25,000	305	28	7.89	1,064
DT-O-1	Res	CODE	85%	105,000	805,938	25,000	295	27	7.68	1,037	780,000	25,000	285	26	7.43	1,006
DT-O-1	Res	MKT	100%	105,000	943,750	25,000	386	35	8.99	1,203	917,500	25,000	376	34	8.74	1,171
DT-O-1	Res	MKT	95%	105,000	897,000	25,000	366	33	8.54	1,146	870,000	25,000	356	32	8.29	1,114
DT-O-1	Res	MKT	90%	105,000	843,000	25,000	346	31	8.03	1,082	828,250	25,000	346	31	7.89	1,064
DT-O-2	Non-Res	CODE	100%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	95%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	90%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	85%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	100%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	95%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	90%	25,000	111,000	25,000	107	7	4.44	263	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	CODE	100%	45,000	244,800	25,000	163	11	5.44	518	244,800	25,000	163	11	5.44	518
DT-O-2	Non-Res	CODE	95%	45,000	244,800	25,000	163	11	5.44	518	220,800	25,000	150	10	4.91	472
DT-O-2	Non-Res	CODE	90%	45,000	220,800	25,000	150	10	4.91	472	220,800	25,000	150	10	4.91	472
DT-O-2	Non-Res	CODE	85%	45,000	220,800	25,000	150	10	4.91	472	216,250	25,000	150	10	4.81	463
DT-O-2	Non-Res	MKT	100%	45,000	261,250	25,000	189	13	5.81	549	244,800	25,000	176	12	5.44	518
DT-O-2	Non-Res	MKT	95%	45,000	244,800	25,000	176	12	5.44	518	238,750	25,000	176	12	5.31	506
DT-O-2	Non-Res	MKT	90%	45,000	237,625	25,000	176	12	5.28	504	223,200	25,000	163	11	4.96	477
DT-O-2	Non-Res	CODE	100%	60,000	340,000	25,000	214	15	5.67	699	316,800	25,000	201	14	5.28	654
DT-O-2	Non-Res	CODE	95%	60,000	316,800	25,000	201	14	5.28	654	292,800	25,000	189	13	4.88	609
DT-O-2	Non-Res	CODE	90%	60,000	292,800	25,000	189	13	4.88	609	292,800	25,000	189	13	4.88	609
DT-O-2	Non-Res	CODE	85%	60,000	292,750	25,000	189	13	4.88	609	268,800	25,000	176	12	4.48	563
DT-O-2	Non-Res	MKT	100%	60,000	331,200	25,000	227	16	5.52	682	325,000	25,000	227	16	5.42	670
DT-O-2	Non-Res	MKT	95%	60,000	324,250	25,000	227	16	5.40	669	309,600	25,000	214	15	5.16	641
DT-O-2	Non-Res	MKT	90%	60,000	308,500	25,000	214	15	5.14	639	288,000	25,000	201	14	4.80	600
DT-O-2	Non-Res	CODE	100%	75,000	411,600	25,000	253	18	5.49	835	390,000	25,000	240	17	5.20	794
DT-O-2	Non-Res	CODE	95%	75,000	390,000	25,000	240	17	5.20	794	366,000	25,000	227	16	4.88	748
DT-O-2	Non-Res	CODE	90%	75,000	366,000	25,000	227	16	4.88	748	362,500	25,000	227	16	4.83	741
DT-O-2	Non-Res	CODE	85%	75,000	342,000	25,000	214	15	4.56	702	342,000	25,000	214	15	4.56	702
DT-O-2	Non-Res	MKT	100%	75,000	418,750	25,000	301	20	5.58	848	397,200	25,000	275	19	5.30	807
DT-O-2	Non-Res	MKT	95%	75,000	397,200	25,000	275	19	5.30	807	375,600	25,000	253	18	5.01	766
DT-O-2	Non-Res	MKT	90%	75,000	375,600	25,000	253	18	5.01	766	354,000	25,000	240	17	4.72	725
DT-O-2	Non-Res	CODE	100%	90,000	462,000	25,000	163	11	5.13	930	454,800	25,000	301	20	5.05	917
DT-O-2	Non-Res	CODE	95%	90,000	454,800	25,000	301	20	5.05	917	433,200	25,000	275	19	4.81	876

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-1	Res	MKT	100%	90,000	753,750	25,000	600	56	8.38	975
DT-O-1	Res	MKT	95%	90,000	753,750	25,000	600	56	8.38	975
DT-O-1	Res	MKT	90%	90,000	753,750	25,000	600	56	8.38	975
DT-O-1	Res	CODE	100%	105,000	1,075,000	25,000	407	37	10.24	1,360
DT-O-1	Res	CODE	95%	105,000	1,022,500	25,000	386	35	9.74	1,297
DT-O-1	Res	CODE	90%	105,000	789,750	25,000	600	56	7.52	1,018
DT-O-1	Res	CODE	85%	105,000	789,750	25,000	600	56	7.52	1,018
DT-O-1	Res	MKT	100%	105,000	1,075,000	25,000	437	40	10.24	1,360
DT-O-1	Res	MKT	95%	105,000	1,022,500	25,000	417	38	9.74	1,297
DT-O-1	Res	MKT	90%	105,000	753,750	25,000	600	56	7.18	975
DT-O-2	Non-Res	CODE	100%	25,000	163,560	25,000	150	10	6.54	363
DT-O-2	Non-Res	CODE	95%	25,000	163,560	25,000	150	10	6.54	363
DT-O-2	Non-Res	CODE	90%	25,000	160,000	25,000	150	10	6.40	357
DT-O-2	Non-Res	CODE	85%	25,000	111,000	25,000	107	7	4.44	263
DT-O-2	Non-Res	MKT	100%	25,000	163,560	25,000	150	10	6.54	363
DT-O-2	Non-Res	MKT	95%	25,000	163,560	25,000	150	10	6.54	363
DT-O-2	Non-Res	MKT	90%	25,000	160,000	25,000	150	10	6.40	357
DT-O-2	Non-Res	CODE	100%	45,000	292,800	25,000	189	13	6.51	609
DT-O-2	Non-Res	CODE	95%	45,000	268,800	25,000	176	12	5.97	563
DT-O-2	Non-Res	CODE	90%	45,000	268,000	25,000	176	12	5.96	562
DT-O-2	Non-Res	CODE	85%	45,000	244,800	25,000	163	11	5.44	518
DT-O-2	Non-Res	MKT	100%	45,000	288,000	25,000	201	14	6.40	600
DT-O-2	Non-Res	MKT	95%	45,000	281,500	25,000	201	14	6.26	587
DT-O-2	Non-Res	MKT	90%	45,000	266,400	25,000	189	13	5.92	559
DT-O-2	Non-Res	CODE	100%	60,000	385,000	25,000	240	17	6.42	784
DT-O-2	Non-Res	CODE	95%	60,000	364,800	25,000	227	16	6.08	746
DT-O-2	Non-Res	CODE	90%	60,000	340,800	25,000	214	15	5.68	700
DT-O-2	Non-Res	CODE	85%	60,000	316,800	25,000	201	14	5.28	654
DT-O-2	Non-Res	MKT	100%	60,000	374,400	25,000	253	18	6.24	764
DT-O-2	Non-Res	MKT	95%	60,000	352,800	25,000	240	17	5.88	723
DT-O-2	Non-Res	MKT	90%	60,000	349,000	25,000	240	17	5.82	716
DT-O-2	Non-Res	CODE	100%	75,000	454,800	25,000	301	20	6.06	917
DT-O-2	Non-Res	CODE	95%	75,000	433,200	25,000	275	19	5.78	876
DT-O-2	Non-Res	CODE	90%	75,000	411,600	25,000	253	18	5.49	835
DT-O-2	Non-Res	CODE	85%	75,000	390,000	25,000	240	17	5.20	794
DT-O-2	Non-Res	MKT	100%	75,000	462,000	25,000	326	22	6.16	930
DT-O-2	Non-Res	MKT	95%	75,000	440,400	25,000	313	21	5.87	889
DT-O-2	Non-Res	MKT	90%	75,000	418,800	25,000	301	20	5.58	848
DT-O-2	Non-Res	CODE	100%	90,000	541,200	25,000	352	24	6.01	1,081
DT-O-2	Non-Res	CODE	95%	90,000	519,600	25,000	339	23	5.77	1,040

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-2	Non-Res	CODE	90%	90,000	462,000	25,000	163	11	5.13	930	409,750	25,000	253	18	4.55	831
DT-O-2	Non-Res	CODE	85%	90,000	454,800	25,000	301	20	5.05	917	388,375	25,000	240	17	4.32	790
DT-O-2	Non-Res	MKT	100%	90,000	548,400	25,000	201	14	6.09	1,094	418,800	25,000	301	20	4.65	848
DT-O-2	Non-Res	MKT	95%	90,000	505,200	25,000	189	13	5.61	1,012	418,800	25,000	301	20	4.65	848
DT-O-2	Non-Res	MKT	90%	90,000	462,000	25,000	176	12	5.13	930	397,200	25,000	275	19	4.41	807
DT-O-2	Non-Res	CODE	100%	105,000	606,000	25,000	201	14	5.77	1,204	462,000	25,000	163	11	4.40	930
DT-O-2	Non-Res	CODE	95%	105,000	558,000	25,000	189	13	5.31	1,113	462,000	25,000	163	11	4.40	930
DT-O-2	Non-Res	CODE	90%	105,000	558,000	25,000	189	13	5.31	1,113	454,800	25,000	301	20	4.33	917
DT-O-2	Non-Res	CODE	85%	105,000	510,000	25,000	176	12	4.86	1,022	433,200	25,000	275	19	4.13	876
DT-O-2	Non-Res	MKT	100%	105,000	634,800	25,000	227	16	6.05	1,259	505,200	25,000	189	13	4.81	1,012
DT-O-2	Non-Res	MKT	95%	105,000	591,600	25,000	214	15	5.63	1,177	462,000	25,000	176	12	4.40	930
DT-O-2	Non-Res	MKT	90%	105,000	548,400	25,000	201	14	5.22	1,094	418,800	25,000	301	20	3.99	848
DT-O-2	Res	CODE	100%	25,000	165,000	15,000	125	11	6.60	240	121,995	11,875	90	8	4.88	180
DT-O-2	Res	CODE	95%	25,000	151,370	14,250	111	10	6.05	222	103,881	11,281	80	7	4.16	156
DT-O-2	Res	CODE	90%	25,000	148,500	13,500	111	10	5.94	216	100,043	10,688	80	7	4.00	150
DT-O-2	Res	CODE	85%	25,000	122,870	12,750	90	8	4.91	183	102,694	10,094	80	7	4.11	151
DT-O-2	Res	MKT	100%	25,000	165,000	15,000	135	12	6.60	240	112,875	11,875	90	8	4.52	169
DT-O-2	Res	MKT	95%	25,000	155,750	14,250	125	11	6.23	227	112,281	11,281	90	8	4.49	166
DT-O-2	Res	MKT	90%	25,000	148,500	13,500	125	11	5.94	216	95,688	10,688	80	7	3.83	145
DT-O-2	Res	CODE	100%	45,000	295,000	25,000	196	18	6.56	424	235,125	21,375	155	14	5.23	342
DT-O-2	Res	CODE	95%	45,000	281,500	25,000	186	17	6.26	408	223,369	20,306	145	13	4.96	325
DT-O-2	Res	CODE	90%	45,000	267,300	24,300	175	16	5.94	389	210,238	19,238	135	12	4.67	306
DT-O-2	Res	CODE	85%	45,000	252,450	22,950	165	15	5.61	367	195,669	18,169	125	11	4.35	286
DT-O-2	Res	MKT	100%	45,000	295,000	25,000	226	21	6.56	424	230,375	21,375	175	16	5.12	336
DT-O-2	Res	MKT	95%	45,000	281,500	25,000	216	20	6.26	408	223,369	20,306	175	16	4.96	325
DT-O-2	Res	MKT	90%	45,000	267,300	24,300	206	19	5.94	389	211,613	19,238	165	15	4.70	308
DT-O-2	Res	CODE	100%	60,000	385,000	25,000	275	25	6.42	532	310,000	25,000	206	19	5.17	442
DT-O-2	Res	CODE	95%	60,000	364,500	25,000	254	23	6.08	507	295,750	25,000	196	18	4.93	425
DT-O-2	Res	CODE	90%	60,000	349,000	25,000	236	22	5.82	489	281,500	25,000	186	17	4.69	408
DT-O-2	Res	CODE	85%	60,000	331,000	25,000	226	21	5.52	467	266,475	24,225	175	16	4.44	388
DT-O-2	Res	MKT	100%	60,000	364,950	25,000	285	26	6.08	508	310,000	25,000	236	22	5.17	442
DT-O-2	Res	MKT	95%	60,000	364,950	25,000	285	26	6.08	508	295,750	25,000	226	21	4.93	425
DT-O-2	Res	MKT	90%	60,000	349,000	25,000	275	25	5.82	489	281,500	25,000	216	20	4.69	408
DT-O-2	Res	CODE	100%	75,000	475,000	25,000	165	15	6.33	640	376,650	25,000	264	24	5.02	522
DT-O-2	Res	CODE	95%	75,000	400,950	25,000	285	26	5.35	551	363,438	25,000	254	23	4.85	506
DT-O-2	Res	CODE	90%	75,000	400,950	25,000	285	26	5.35	551	345,625	25,000	236	22	4.61	485
DT-O-2	Res	CODE	85%	75,000	400,950	25,000	285	26	5.35	551	324,000	25,000	216	20	4.32	459
DT-O-2	Res	MKT	100%	75,000	465,000	25,000	186	17	6.20	628	364,950	25,000	285	26	4.87	508
DT-O-2	Res	MKT	95%	75,000	364,950	25,000	285	26	4.87	508	363,438	25,000	285	26	4.85	506
DT-O-2	Res	MKT	90%	75,000	364,950	25,000	285	26	4.87	508	340,650	25,000	264	24	4.54	479

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-2	Non-Res	CODE	90%	90,000	433,200	25,000	275	19	4.81	876	411,600	25,000	253	18	4.57	835
DT-O-2	Non-Res	CODE	85%	90,000	411,600	25,000	253	18	4.57	835	390,000	25,000	240	17	4.33	794
DT-O-2	Non-Res	MKT	100%	90,000	462,000	25,000	176	12	5.13	930	418,800	25,000	301	20	4.65	848
DT-O-2	Non-Res	MKT	95%	90,000	418,800	25,000	301	20	4.65	848	418,800	25,000	301	20	4.65	848
DT-O-2	Non-Res	MKT	90%	90,000	418,800	25,000	301	20	4.65	848	418,800	25,000	301	20	4.65	848
DT-O-2	Non-Res	CODE	100%	105,000	558,000	25,000	189	13	5.31	1,113	510,000	25,000	176	12	4.86	1,022
DT-O-2	Non-Res	CODE	95%	105,000	510,000	25,000	176	12	4.86	1,022	462,000	25,000	163	11	4.40	930
DT-O-2	Non-Res	CODE	90%	105,000	462,000	25,000	163	11	4.40	930	462,000	25,000	163	11	4.40	930
DT-O-2	Non-Res	CODE	85%	105,000	454,800	25,000	301	20	4.33	917	454,800	25,000	301	20	4.33	917
DT-O-2	Non-Res	MKT	100%	105,000	548,400	25,000	201	14	5.22	1,094	505,200	25,000	189	13	4.81	1,012
DT-O-2	Non-Res	MKT	95%	105,000	505,200	25,000	189	13	4.81	1,012	505,200	25,000	189	13	4.81	1,012
DT-O-2	Non-Res	MKT	90%	105,000	505,200	25,000	189	13	4.81	1,012	462,000	25,000	176	12	4.40	930
DT-O-2	Res	CODE	100%	25,000	144,375	13,125	111	10	5.78	210	122,620	12,500	90	8	4.90	182
DT-O-2	Res	CODE	95%	25,000	122,589	12,469	90	8	4.90	182	121,995	11,875	90	8	4.88	180
DT-O-2	Res	CODE	90%	25,000	121,933	11,813	90	8	4.88	179	103,850	11,250	80	7	4.15	156
DT-O-2	Res	CODE	85%	25,000	103,756	11,156	80	7	4.15	156	99,355	10,625	80	7	3.97	149
DT-O-2	Res	MKT	100%	25,000	141,125	13,125	111	10	5.65	206	137,500	12,500	111	10	5.50	200
DT-O-2	Res	MKT	95%	25,000	137,156	12,469	111	10	5.49	200	112,875	11,875	90	8	4.52	169
DT-O-2	Res	MKT	90%	25,000	112,813	11,813	90	8	4.51	168	112,250	11,250	90	8	4.49	166
DT-O-2	Res	CODE	100%	45,000	255,125	23,625	165	15	5.67	372	247,500	22,500	165	15	5.50	360
DT-O-2	Res	CODE	95%	45,000	246,881	22,444	165	15	5.49	359	235,125	21,375	155	14	5.23	342
DT-O-2	Res	CODE	90%	45,000	233,888	21,263	155	14	5.20	340	222,750	20,250	145	13	4.95	324
DT-O-2	Res	CODE	85%	45,000	220,894	20,081	145	13	4.91	321	210,125	19,125	135	12	4.67	306
DT-O-2	Res	MKT	100%	45,000	259,625	23,625	196	18	5.77	378	245,000	22,500	186	17	5.44	357
DT-O-2	Res	MKT	95%	45,000	244,944	22,444	186	17	5.44	357	230,375	21,375	175	16	5.12	336
DT-O-2	Res	MKT	90%	45,000	230,263	21,263	175	16	5.12	336	222,750	20,250	175	16	4.95	324
DT-O-2	Res	CODE	100%	60,000	337,500	25,000	226	21	5.63	475	324,000	25,000	216	20	5.40	459
DT-O-2	Res	CODE	95%	60,000	324,000	25,000	216	20	5.40	459	310,000	25,000	206	19	5.17	442
DT-O-2	Res	CODE	90%	60,000	308,500	25,000	206	19	5.14	440	295,000	25,000	196	18	4.92	424
DT-O-2	Res	CODE	85%	60,000	292,750	25,000	196	18	4.88	421	280,000	25,000	186	17	4.67	406
DT-O-2	Res	MKT	100%	60,000	340,000	25,000	264	24	5.67	478	325,000	25,000	254	23	5.42	460
DT-O-2	Res	MKT	95%	60,000	324,250	25,000	254	23	5.40	459	310,000	25,000	236	22	5.17	442
DT-O-2	Res	MKT	90%	60,000	308,500	25,000	236	22	5.14	440	295,000	25,000	226	21	4.92	424
DT-O-2	Res	CODE	100%	75,000	400,950	25,000	285	26	5.35	551	400,000	25,000	285	26	5.33	550
DT-O-2	Res	CODE	95%	75,000	399,063	25,000	285	26	5.32	549	376,650	25,000	264	24	5.02	522
DT-O-2	Res	CODE	90%	75,000	376,650	25,000	264	24	5.02	522	362,500	25,000	254	23	4.83	505
DT-O-2	Res	CODE	85%	75,000	359,688	25,000	254	23	4.80	502	343,750	25,000	236	22	4.58	483
DT-O-2	Res	MKT	100%	75,000	364,950	25,000	285	26	4.87	508	364,950	25,000	285	26	4.87	508
DT-O-2	Res	MKT	95%	75,000	364,950	25,000	285	26	4.87	508	364,950	25,000	285	26	4.87	508
DT-O-2	Res	MKT	90%	75,000	364,950	25,000	285	26	4.87	508	362,500	25,000	285	26	4.83	505

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-2	Non-Res	CODE	90%	90,000	498,000	25,000	326	22	5.53	999
DT-O-2	Non-Res	CODE	85%	90,000	476,400	25,000	313	21	5.29	958
DT-O-2	Non-Res	MKT	100%	90,000	565,000	25,000	390	27	6.28	1,126
DT-O-2	Non-Res	MKT	95%	90,000	526,800	25,000	365	25	5.85	1,053
DT-O-2	Non-Res	MKT	90%	90,000	505,200	25,000	352	24	5.61	1,012
DT-O-2	Non-Res	CODE	100%	105,000	627,600	25,000	403	28	5.98	1,245
DT-O-2	Non-Res	CODE	95%	105,000	584,400	25,000	377	26	5.57	1,163
DT-O-2	Non-Res	CODE	90%	105,000	562,800	25,000	365	25	5.36	1,122
DT-O-2	Non-Res	CODE	85%	105,000	541,200	25,000	352	24	5.15	1,081
DT-O-2	Non-Res	MKT	100%	105,000	655,000	25,000	441	31	6.24	1,297
DT-O-2	Non-Res	MKT	95%	105,000	613,200	25,000	416	29	5.84	1,218
DT-O-2	Non-Res	MKT	90%	105,000	591,600	25,000	403	28	5.63	1,177
DT-O-2	Res	CODE	100%	25,000	165,000	15,000	125	11	6.60	240
DT-O-2	Res	CODE	95%	25,000	151,370	14,250	111	10	6.05	222
DT-O-2	Res	CODE	90%	25,000	148,500	13,500	111	10	5.94	216
DT-O-2	Res	CODE	85%	25,000	122,870	12,750	90	8	4.91	183
DT-O-2	Res	MKT	100%	25,000	165,000	15,000	135	12	6.60	240
DT-O-2	Res	MKT	95%	25,000	155,750	14,250	125	11	6.23	227
DT-O-2	Res	MKT	90%	25,000	148,500	13,500	125	11	5.94	216
DT-O-2	Res	CODE	100%	45,000	295,000	25,000	196	18	6.56	424
DT-O-2	Res	CODE	95%	45,000	281,500	25,000	186	17	6.26	408
DT-O-2	Res	CODE	90%	45,000	267,300	24,300	175	16	5.94	389
DT-O-2	Res	CODE	85%	45,000	252,450	22,950	165	15	5.61	367
DT-O-2	Res	MKT	100%	45,000	295,000	25,000	226	21	6.56	424
DT-O-2	Res	MKT	95%	45,000	281,500	25,000	216	20	6.26	408
DT-O-2	Res	MKT	90%	45,000	267,300	24,300	206	19	5.94	389
DT-O-2	Res	CODE	100%	60,000	385,000	25,000	275	25	6.42	532
DT-O-2	Res	CODE	95%	60,000	364,500	25,000	254	23	6.08	507
DT-O-2	Res	CODE	90%	60,000	349,000	25,000	236	22	5.82	489
DT-O-2	Res	CODE	85%	60,000	331,000	25,000	226	21	5.52	467
DT-O-2	Res	MKT	100%	60,000	385,000	25,000	305	28	6.42	532
DT-O-2	Res	MKT	95%	60,000	364,950	25,000	285	26	6.08	508
DT-O-2	Res	MKT	90%	60,000	349,000	25,000	275	25	5.82	489
DT-O-2	Res	CODE	100%	75,000	473,850	25,000	356	32	6.32	639
DT-O-2	Res	CODE	95%	75,000	449,550	25,000	336	30	5.99	609
DT-O-2	Res	CODE	90%	75,000	425,250	25,000	305	28	5.67	580
DT-O-2	Res	CODE	85%	75,000	407,500	25,000	295	27	5.43	559
DT-O-2	Res	MKT	100%	75,000	474,300	25,000	386	35	6.32	639
DT-O-2	Res	MKT	95%	75,000	450,000	25,000	366	33	6.00	610
DT-O-2	Res	MKT	90%	75,000	425,700	25,000	346	31	5.68	581

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-2	Res	CODE	100%	90,000	564,000	25,000	196	18	6.27	747	400,950	25,000	285	26	4.46	551
DT-O-2	Res	CODE	95%	90,000	537,000	25,000	186	17	5.97	714	400,950	25,000	285	26	4.46	551
DT-O-2	Res	CODE	90%	90,000	510,000	25,000	175	16	5.67	682	400,950	25,000	285	26	4.46	551
DT-O-2	Res	CODE	85%	90,000	483,000	25,000	165	15	5.37	650	388,375	25,000	275	25	4.32	536
DT-O-2	Res	MKT	100%	90,000	565,000	25,000	226	21	6.28	748	364,950	25,000	285	26	4.06	508
DT-O-2	Res	MKT	95%	90,000	538,000	25,000	216	20	5.98	716	364,950	25,000	285	26	4.06	508
DT-O-2	Res	MKT	90%	90,000	511,000	25,000	206	19	5.68	683	364,950	25,000	285	26	4.06	508
DT-O-2	Res	CODE	100%	105,000	645,000	25,000	226	21	6.14	844	523,750	25,000	186	17	4.99	699
DT-O-2	Res	CODE	95%	105,000	618,000	25,000	216	20	5.89	812	498,813	25,000	175	16	4.75	669
DT-O-2	Res	CODE	90%	105,000	591,000	25,000	206	19	5.63	779	473,875	25,000	165	15	4.51	639
DT-O-2	Res	CODE	85%	105,000	560,500	25,000	196	18	5.34	743	400,950	25,000	285	26	3.82	551
DT-O-2	Res	MKT	100%	105,000	651,300	25,000	264	24	6.20	852	519,000	25,000	206	19	4.94	693
DT-O-2	Res	MKT	95%	105,000	623,500	25,000	254	23	5.94	818	492,000	25,000	196	18	4.69	660
DT-O-2	Res	MKT	90%	105,000	592,000	25,000	236	22	5.64	780	465,000	25,000	186	17	4.43	628
DT-OB-A	Non-Res	CODE	100%	10,000	12,500	2,500	51	3	1.25	29	6,250	1,250	38	2	0.63	15
DT-OB-A	Non-Res	CODE	95%	10,000	11,875	2,375	51	3	1.19	28	5,938	1,188	38	2	0.59	14
DT-OB-A	Non-Res	CODE	90%	10,000	11,250	2,250	51	3	1.13	26	5,625	1,125	38	2	0.56	13
DT-OB-A	Non-Res	CODE	85%	10,000	10,625	2,125	38	2	1.06	25	5,313	1,063	26	1	0.53	12
DT-OB-A	Non-Res	MKT	100%	10,000	12,500	2,500	51	3	1.25	29	6,250	1,250	38	2	0.63	15
DT-OB-A	Non-Res	MKT	95%	10,000	11,875	2,375	51	3	1.19	28	5,938	1,188	38	2	0.59	14
DT-OB-A	Non-Res	MKT	90%	10,000	11,250	2,250	51	3	1.13	26	5,625	1,125	38	2	0.56	13
DT-OB-A	Non-Res	CODE	100%	25,000	31,250	6,250	51	3	1.25	73	15,625	3,125	38	2	0.63	36
DT-OB-A	Non-Res	CODE	95%	25,000	29,688	5,938	51	3	1.19	69	14,844	2,969	38	2	0.59	34
DT-OB-A	Non-Res	CODE	90%	25,000	28,125	5,625	51	3	1.13	65	14,063	2,813	38	2	0.56	33
DT-OB-A	Non-Res	CODE	85%	25,000	26,563	5,313	38	2	1.06	62	13,281	2,656	26	1	0.53	31
DT-OB-A	Non-Res	MKT	100%	25,000	31,250	6,250	51	3	1.25	73	15,625	3,125	38	2	0.63	36
DT-OB-A	Non-Res	MKT	95%	25,000	29,688	5,938	51	3	1.19	69	14,844	2,969	38	2	0.59	34
DT-OB-A	Non-Res	MKT	90%	25,000	28,125	5,625	51	3	1.13	65	14,063	2,813	38	2	0.56	33
DT-OB-A	Non-Res	CODE	100%	45,000	56,250	11,250	51	3	1.25	131	28,125	5,625	51	3	0.63	65
DT-OB-A	Non-Res	CODE	95%	45,000	53,438	10,688	51	3	1.19	124	26,719	5,344	38	2	0.59	62
DT-OB-A	Non-Res	CODE	90%	45,000	50,625	10,125	51	3	1.13	117	25,313	5,063	38	2	0.56	59
DT-OB-A	Non-Res	CODE	85%	45,000	47,813	9,563	51	3	1.06	111	23,906	4,781	38	2	0.53	55
DT-OB-A	Non-Res	MKT	100%	45,000	56,250	11,250	51	3	1.25	131	28,125	5,625	51	3	0.63	65
DT-OB-A	Non-Res	MKT	95%	45,000	53,438	10,688	51	3	1.19	124	26,719	5,344	38	2	0.59	62
DT-OB-A	Non-Res	MKT	90%	45,000	50,625	10,125	51	3	1.13	117	25,313	5,063	38	2	0.56	59
DT-OB-A	Non-Res	CODE	100%	60,000	75,000	15,000	51	3	1.25	174	37,500	7,500	51	3	0.63	87
DT-OB-A	Non-Res	CODE	95%	60,000	71,250	14,250	51	3	1.19	165	35,625	7,125	51	3	0.59	83
DT-OB-A	Non-Res	CODE	90%	60,000	67,500	13,500	51	3	1.13	157	33,750	6,750	51	3	0.56	78
DT-OB-A	Non-Res	CODE	85%	60,000	63,750	12,750	51	3	1.06	148	31,875	6,375	51	3	0.53	74
DT-OB-A	Non-Res	MKT	100%	60,000	75,000	15,000	51	3	1.25	174	37,500	7,500	51	3	0.63	87

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-2	Res	CODE	100%	90,000	497,500	25,000	175	16	5.53	667	475,000	25,000	165	15	5.28	640
DT-O-2	Res	CODE	95%	90,000	473,875	25,000	165	15	5.27	639	400,950	25,000	285	26	4.46	551
DT-O-2	Res	CODE	90%	90,000	400,950	25,000	285	26	4.46	551	400,950	25,000	285	26	4.46	551
DT-O-2	Res	CODE	85%	90,000	400,950	25,000	285	26	4.46	551	400,950	25,000	285	26	4.46	551
DT-O-2	Res	MKT	100%	90,000	492,000	25,000	196	18	5.47	660	465,000	25,000	186	17	5.17	628
DT-O-2	Res	MKT	95%	90,000	465,000	25,000	186	17	5.17	628	364,950	25,000	285	26	4.06	508
DT-O-2	Res	MKT	90%	90,000	364,950	25,000	285	26	4.06	508	364,950	25,000	285	26	4.06	508
DT-O-2	Res	CODE	100%	105,000	576,250	25,000	206	19	5.49	762	550,000	25,000	196	18	5.24	730
DT-O-2	Res	CODE	95%	105,000	537,000	25,000	186	17	5.11	714	523,750	25,000	186	17	4.99	699
DT-O-2	Res	CODE	90%	105,000	510,000	25,000	175	16	4.86	682	497,500	25,000	175	16	4.74	667
DT-O-2	Res	CODE	85%	105,000	483,000	25,000	165	15	4.60	650	471,250	25,000	165	15	4.49	636
DT-O-2	Res	MKT	100%	105,000	573,000	25,000	226	21	5.46	758	546,000	25,000	216	20	5.20	725
DT-O-2	Res	MKT	95%	105,000	546,000	25,000	216	20	5.20	725	519,000	25,000	206	19	4.94	693
DT-O-2	Res	MKT	90%	105,000	519,000	25,000	206	19	4.94	693	492,000	25,000	196	18	4.69	660
DT-OB-A	Non-Res	CODE	100%	10,000	9,375	1,875	38	2	0.94	22	12,500	2,500	51	3	1.25	29
DT-OB-A	Non-Res	CODE	95%	10,000	8,906	1,781	38	2	0.89	21	11,875	2,375	51	3	1.19	28
DT-OB-A	Non-Res	CODE	90%	10,000	8,438	1,688	38	2	0.84	20	11,250	2,250	51	3	1.13	26
DT-OB-A	Non-Res	CODE	85%	10,000	7,969	1,594	38	2	0.80	18	10,625	2,125	38	2	1.06	25
DT-OB-A	Non-Res	MKT	100%	10,000	9,375	1,875	38	2	0.94	22	12,500	2,500	51	3	1.25	29
DT-OB-A	Non-Res	MKT	95%	10,000	8,906	1,781	38	2	0.89	21	11,875	2,375	51	3	1.19	28
DT-OB-A	Non-Res	MKT	90%	10,000	8,438	1,688	38	2	0.84	20	11,250	2,250	51	3	1.13	26
DT-OB-A	Non-Res	CODE	100%	25,000	23,438	4,688	38	2	0.94	54	31,250	6,250	51	3	1.25	73
DT-OB-A	Non-Res	CODE	95%	25,000	22,266	4,453	38	2	0.89	52	29,688	5,938	51	3	1.19	69
DT-OB-A	Non-Res	CODE	90%	25,000	21,094	4,219	38	2	0.84	49	28,125	5,625	51	3	1.13	65
DT-OB-A	Non-Res	CODE	85%	25,000	19,922	3,984	38	2	0.80	46	26,563	5,313	38	2	1.06	62
DT-OB-A	Non-Res	MKT	100%	25,000	23,438	4,688	38	2	0.94	54	31,250	6,250	51	3	1.25	73
DT-OB-A	Non-Res	MKT	95%	25,000	22,266	4,453	38	2	0.89	52	29,688	5,938	51	3	1.19	69
DT-OB-A	Non-Res	MKT	90%	25,000	21,094	4,219	38	2	0.84	49	28,125	5,625	51	3	1.13	65
DT-OB-A	Non-Res	CODE	100%	45,000	42,188	8,438	51	3	0.94	98	56,250	11,250	51	3	1.25	131
DT-OB-A	Non-Res	CODE	95%	45,000	40,078	8,016	51	3	0.89	93	53,438	10,688	51	3	1.19	124
DT-OB-A	Non-Res	CODE	90%	45,000	37,969	7,594	51	3	0.84	88	50,625	10,125	51	3	1.13	117
DT-OB-A	Non-Res	CODE	85%	45,000	35,859	7,172	51	3	0.80	83	47,813	9,563	51	3	1.06	111
DT-OB-A	Non-Res	MKT	100%	45,000	42,188	8,438	51	3	0.94	98	56,250	11,250	51	3	1.25	131
DT-OB-A	Non-Res	MKT	95%	45,000	40,078	8,016	51	3	0.89	93	53,438	10,688	51	3	1.19	124
DT-OB-A	Non-Res	MKT	90%	45,000	37,969	7,594	51	3	0.84	88	50,625	10,125	51	3	1.13	117
DT-OB-A	Non-Res	CODE	100%	60,000	56,250	11,250	51	3	0.94	131	75,000	15,000	51	3	1.25	174
DT-OB-A	Non-Res	CODE	95%	60,000	53,438	10,688	51	3	0.89	124	71,250	14,250	51	3	1.19	165
DT-OB-A	Non-Res	CODE	90%	60,000	50,625	10,125	51	3	0.84	117	67,500	13,500	51	3	1.13	157
DT-OB-A	Non-Res	CODE	85%	60,000	47,813	9,563	51	3	0.80	111	63,750	12,750	51	3	1.06	148
DT-OB-A	Non-Res	MKT	100%	60,000	56,250	11,250	51	3	0.94	131	75,000	15,000	51	3	1.25	174

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-O-2	Res	CODE	100%	90,000	565,000	25,000	437	40	6.28	748
DT-O-2	Res	CODE	95%	90,000	534,600	25,000	407	37	5.94	712
DT-O-2	Res	CODE	90%	90,000	510,300	25,000	386	35	5.67	682
DT-O-2	Res	CODE	85%	90,000	484,000	25,000	366	33	5.38	651
DT-O-2	Res	MKT	100%	90,000	559,350	25,000	458	42	6.22	741
DT-O-2	Res	MKT	95%	90,000	535,050	25,000	437	40	5.95	712
DT-O-2	Res	MKT	90%	90,000	510,750	25,000	417	38	5.68	683
DT-O-2	Res	CODE	100%	105,000	595,350	25,000	458	42	5.67	784
DT-O-2	Res	CODE	95%	105,000	595,350	25,000	458	42	5.67	784
DT-O-2	Res	CODE	90%	105,000	592,000	25,000	458	42	5.64	780
DT-O-2	Res	CODE	85%	105,000	558,900	25,000	427	39	5.32	741
DT-O-2	Res	MKT	100%	105,000	559,350	25,000	458	42	5.33	741
DT-O-2	Res	MKT	95%	105,000	559,350	25,000	458	42	5.33	741
DT-O-2	Res	MKT	90%	105,000	559,350	25,000	458	42	5.33	741
DT-OB-A	Non-Res	CODE	100%	10,000	12,500	2,500	51	3	1.25	29
DT-OB-A	Non-Res	CODE	95%	10,000	11,875	2,375	51	3	1.19	28
DT-OB-A	Non-Res	CODE	90%	10,000	11,250	2,250	51	3	1.13	26
DT-OB-A	Non-Res	CODE	85%	10,000	10,625	2,125	38	2	1.06	25
DT-OB-A	Non-Res	MKT	100%	10,000	12,500	2,500	51	3	1.25	29
DT-OB-A	Non-Res	MKT	95%	10,000	11,875	2,375	51	3	1.19	28
DT-OB-A	Non-Res	MKT	90%	10,000	11,250	2,250	51	3	1.13	26
DT-OB-A	Non-Res	CODE	100%	25,000	31,250	6,250	51	3	1.25	73
DT-OB-A	Non-Res	CODE	95%	25,000	29,688	5,938	51	3	1.19	69
DT-OB-A	Non-Res	CODE	90%	25,000	28,125	5,625	51	3	1.13	65
DT-OB-A	Non-Res	CODE	85%	25,000	26,563	5,313	38	2	1.06	62
DT-OB-A	Non-Res	MKT	100%	25,000	31,250	6,250	51	3	1.25	73
DT-OB-A	Non-Res	MKT	95%	25,000	29,688	5,938	51	3	1.19	69
DT-OB-A	Non-Res	MKT	90%	25,000	28,125	5,625	51	3	1.13	65
DT-OB-A	Non-Res	CODE	100%	45,000	56,250	11,250	51	3	1.25	131
DT-OB-A	Non-Res	CODE	95%	45,000	53,438	10,688	51	3	1.19	124
DT-OB-A	Non-Res	CODE	90%	45,000	50,625	10,125	51	3	1.13	117
DT-OB-A	Non-Res	CODE	85%	45,000	47,813	9,563	51	3	1.06	111
DT-OB-A	Non-Res	MKT	100%	45,000	56,250	11,250	51	3	1.25	131
DT-OB-A	Non-Res	MKT	95%	45,000	53,438	10,688	51	3	1.19	124
DT-OB-A	Non-Res	MKT	90%	45,000	50,625	10,125	51	3	1.13	117
DT-OB-A	Non-Res	CODE	100%	60,000	75,000	15,000	51	3	1.25	174
DT-OB-A	Non-Res	CODE	95%	60,000	71,250	14,250	51	3	1.19	165
DT-OB-A	Non-Res	CODE	90%	60,000	67,500	13,500	51	3	1.13	157
DT-OB-A	Non-Res	CODE	85%	60,000	63,750	12,750	51	3	1.06	148
DT-OB-A	Non-Res	MKT	100%	60,000	75,000	15,000	51	3	1.25	174

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-A	Non-Res	MKT	95%	60,000	71,250	14,250	51	3	1.19	165	35,625	7,125	51	3	0.59	83
DT-OB-A	Non-Res	MKT	90%	60,000	67,500	13,500	51	3	1.13	157	33,750	6,750	51	3	0.56	78
DT-OB-A	Non-Res	CODE	100%	75,000	93,750	18,750	51	3	1.25	218	46,875	9,375	51	3	0.63	109
DT-OB-A	Non-Res	CODE	95%	75,000	89,063	17,813	51	3	1.19	207	44,531	8,906	51	3	0.59	103
DT-OB-A	Non-Res	CODE	90%	75,000	84,375	16,875	51	3	1.13	196	42,188	8,438	51	3	0.56	98
DT-OB-A	Non-Res	CODE	85%	75,000	79,688	15,938	51	3	1.06	185	39,844	7,969	51	3	0.53	92
DT-OB-A	Non-Res	MKT	100%	75,000	93,750	18,750	51	3	1.25	218	46,875	9,375	51	3	0.63	109
DT-OB-A	Non-Res	MKT	95%	75,000	89,063	17,813	51	3	1.19	207	44,531	8,906	51	3	0.59	103
DT-OB-A	Non-Res	MKT	90%	75,000	84,375	16,875	51	3	1.13	196	42,188	8,438	51	3	0.56	98
DT-OB-A	Non-Res	CODE	100%	90,000	112,500	22,500	51	3	1.25	261	56,250	11,250	51	3	0.63	131
DT-OB-A	Non-Res	CODE	95%	90,000	106,875	21,375	51	3	1.19	248	53,438	10,688	51	3	0.59	124
DT-OB-A	Non-Res	CODE	90%	90,000	101,250	20,250	51	3	1.13	235	50,625	10,125	51	3	0.56	117
DT-OB-A	Non-Res	CODE	85%	90,000	95,625	19,125	51	3	1.06	222	47,813	9,563	51	3	0.53	111
DT-OB-A	Non-Res	MKT	100%	90,000	112,500	22,500	51	3	1.25	261	56,250	11,250	51	3	0.63	131
DT-OB-A	Non-Res	MKT	95%	90,000	106,875	21,375	51	3	1.19	248	53,438	10,688	51	3	0.59	124
DT-OB-A	Non-Res	MKT	90%	90,000	101,250	20,250	51	3	1.13	235	50,625	10,125	51	3	0.56	117
DT-OB-A	Res	CODE	100%	10,000	36,100	3,500	66	6	3.61	53	28,450	2,750	56	5	2.85	42
DT-OB-A	Res	CODE	95%	10,000	35,925	3,325	66	6	3.59	52	28,313	2,613	56	5	2.83	41
DT-OB-A	Res	CODE	90%	10,000	34,650	3,150	66	6	3.47	50	27,225	2,475	56	5	2.72	40
DT-OB-A	Res	CODE	85%	10,000	32,725	2,975	66	6	3.27	48	25,713	2,338	56	5	2.57	37
DT-OB-A	Res	MKT	100%	10,000	36,100	3,500	66	6	3.61	53	28,450	2,750	56	5	2.85	42
DT-OB-A	Res	MKT	95%	10,000	35,925	3,325	66	6	3.59	52	28,313	2,613	56	5	2.83	41
DT-OB-A	Res	MKT	90%	10,000	34,650	3,150	66	6	3.47	50	27,225	2,475	56	5	2.72	40
DT-OB-A	Res	CODE	100%	25,000	96,250	8,750	66	6	3.85	140	75,625	6,875	56	5	3.03	110
DT-OB-A	Res	CODE	95%	25,000	91,438	8,313	66	6	3.66	133	71,844	6,531	56	5	2.87	105
DT-OB-A	Res	CODE	90%	25,000	86,625	7,875	66	6	3.47	126	68,063	6,188	56	5	2.72	99
DT-OB-A	Res	CODE	85%	25,000	78,138	7,438	56	5	3.13	115	64,281	5,844	56	5	2.57	94
DT-OB-A	Res	MKT	100%	25,000	96,250	8,750	66	6	3.85	140	75,625	6,875	56	5	3.03	110
DT-OB-A	Res	MKT	95%	25,000	91,438	8,313	66	6	3.66	133	71,844	6,531	56	5	2.87	105
DT-OB-A	Res	MKT	90%	25,000	86,625	7,875	66	6	3.47	126	68,063	6,188	56	5	2.72	99
DT-OB-A	Res	CODE	100%	45,000	170,750	15,750	56	5	3.79	249	136,125	12,375	56	5	3.03	198
DT-OB-A	Res	CODE	95%	45,000	164,588	14,963	56	5	3.66	239	129,319	11,756	56	5	2.87	188
DT-OB-A	Res	CODE	90%	45,000	155,925	14,175	56	5	3.47	227	116,138	11,138	46	4	2.58	171
DT-OB-A	Res	CODE	85%	45,000	147,263	13,388	56	5	3.27	214	115,519	10,519	46	4	2.57	168
DT-OB-A	Res	MKT	100%	45,000	170,750	15,750	56	5	3.79	249	136,125	12,375	56	5	3.03	198
DT-OB-A	Res	MKT	95%	45,000	164,588	14,963	56	5	3.66	239	129,319	11,756	56	5	2.87	188
DT-OB-A	Res	MKT	90%	45,000	155,925	14,175	56	5	3.47	227	116,138	11,138	46	4	2.58	171
DT-OB-A	Res	CODE	100%	60,000	226,000	21,000	66	6	3.77	330	171,500	16,500	56	5	2.86	252
DT-OB-A	Res	CODE	95%	60,000	219,450	19,950	66	6	3.66	319	170,675	15,675	56	5	2.84	249
DT-OB-A	Res	CODE	90%	60,000	207,900	18,900	66	6	3.47	302	163,350	14,850	56	5	2.72	238

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-A	Non-Res	MKT	95%	60,000	53,438	10,688	51	3	0.89	124	71,250	14,250	51	3	1.19	165
DT-OB-A	Non-Res	MKT	90%	60,000	50,625	10,125	51	3	0.84	117	67,500	13,500	51	3	1.13	157
DT-OB-A	Non-Res	CODE	100%	75,000	70,313	14,063	51	3	0.94	163	93,750	18,750	51	3	1.25	218
DT-OB-A	Non-Res	CODE	95%	75,000	66,797	13,359	51	3	0.89	155	89,063	17,813	51	3	1.19	207
DT-OB-A	Non-Res	CODE	90%	75,000	63,281	12,656	51	3	0.84	147	84,375	16,875	51	3	1.13	196
DT-OB-A	Non-Res	CODE	85%	75,000	59,766	11,953	51	3	0.80	139	79,688	15,938	51	3	1.06	185
DT-OB-A	Non-Res	MKT	100%	75,000	70,313	14,063	51	3	0.94	163	93,750	18,750	51	3	1.25	218
DT-OB-A	Non-Res	MKT	95%	75,000	66,797	13,359	51	3	0.89	155	89,063	17,813	51	3	1.19	207
DT-OB-A	Non-Res	MKT	90%	75,000	63,281	12,656	51	3	0.84	147	84,375	16,875	51	3	1.13	196
DT-OB-A	Non-Res	CODE	100%	90,000	84,375	16,875	51	3	0.94	196	112,500	22,500	51	3	1.25	261
DT-OB-A	Non-Res	CODE	95%	90,000	80,156	16,031	51	3	0.89	186	106,875	21,375	51	3	1.19	248
DT-OB-A	Non-Res	CODE	90%	90,000	75,938	15,188	51	3	0.84	176	101,250	20,250	51	3	1.13	235
DT-OB-A	Non-Res	CODE	85%	90,000	71,719	14,344	51	3	0.80	166	95,625	19,125	51	3	1.06	222
DT-OB-A	Non-Res	MKT	100%	90,000	84,375	16,875	51	3	0.94	196	112,500	22,500	51	3	1.25	261
DT-OB-A	Non-Res	MKT	95%	90,000	80,156	16,031	51	3	0.89	186	106,875	21,375	51	3	1.19	248
DT-OB-A	Non-Res	MKT	90%	90,000	75,938	15,188	51	3	0.84	176	101,250	20,250	51	3	1.13	235
DT-OB-A	Res	CODE	100%	10,000	35,750	3,250	66	6	3.58	52	33,000	3,000	66	6	3.30	48
DT-OB-A	Res	CODE	95%	10,000	33,963	3,088	66	6	3.40	49	31,350	2,850	66	6	3.14	46
DT-OB-A	Res	CODE	90%	10,000	32,175	2,925	66	6	3.22	47	28,400	2,700	56	5	2.84	42
DT-OB-A	Res	CODE	85%	10,000	28,463	2,763	56	5	2.85	42	28,050	2,550	56	5	2.81	41
DT-OB-A	Res	MKT	100%	10,000	35,750	3,250	66	6	3.58	52	33,000	3,000	66	6	3.30	48
DT-OB-A	Res	MKT	95%	10,000	33,963	3,088	66	6	3.40	49	31,350	2,850	66	6	3.14	46
DT-OB-A	Res	MKT	90%	10,000	32,175	2,925	66	6	3.22	47	28,400	2,700	56	5	2.84	42
DT-OB-A	Res	CODE	100%	25,000	89,375	8,125	66	6	3.58	130	78,200	7,500	56	5	3.13	115
DT-OB-A	Res	CODE	95%	25,000	84,906	7,719	66	6	3.40	124	77,825	7,125	56	5	3.11	113
DT-OB-A	Res	CODE	90%	25,000	78,013	7,313	56	5	3.12	114	74,250	6,750	56	5	2.97	108
DT-OB-A	Res	CODE	85%	25,000	75,969	6,906	56	5	3.04	111	70,125	6,375	56	5	2.81	102
DT-OB-A	Res	MKT	100%	25,000	89,375	8,125	66	6	3.58	130	78,200	7,500	56	5	3.13	115
DT-OB-A	Res	MKT	95%	25,000	84,906	7,719	66	6	3.40	124	77,825	7,125	56	5	3.11	113
DT-OB-A	Res	MKT	90%	25,000	78,013	7,313	56	5	3.12	114	74,250	6,750	56	5	2.97	108
DT-OB-A	Res	CODE	100%	45,000	160,875	14,625	56	5	3.58	234	148,500	13,500	56	5	3.30	216
DT-OB-A	Res	CODE	95%	45,000	152,831	13,894	56	5	3.40	222	141,075	12,825	56	5	3.14	205
DT-OB-A	Res	CODE	90%	45,000	144,788	13,163	56	5	3.22	211	133,650	12,150	56	5	2.97	194
DT-OB-A	Res	CODE	85%	45,000	136,744	12,431	56	5	3.04	199	116,475	11,475	46	4	2.59	172
DT-OB-A	Res	MKT	100%	45,000	160,875	14,625	56	5	3.58	234	148,500	13,500	56	5	3.30	216
DT-OB-A	Res	MKT	95%	45,000	152,831	13,894	56	5	3.40	222	141,075	12,825	56	5	3.14	205
DT-OB-A	Res	MKT	90%	45,000	144,788	13,163	56	5	3.22	211	133,650	12,150	56	5	2.97	194
DT-OB-A	Res	CODE	100%	60,000	214,500	19,500	66	6	3.58	312	198,000	18,000	66	6	3.30	288
DT-OB-A	Res	CODE	95%	60,000	203,775	18,525	66	6	3.40	296	188,100	17,100	66	6	3.14	274
DT-OB-A	Res	CODE	90%	60,000	193,050	17,550	66	6	3.22	281	171,200	16,200	56	5	2.85	251

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-A	Non-Res	MKT	95%	60,000	71,250	14,250	51	3	1.19	165
DT-OB-A	Non-Res	MKT	90%	60,000	67,500	13,500	51	3	1.13	157
DT-OB-A	Non-Res	CODE	100%	75,000	93,750	18,750	51	3	1.25	218
DT-OB-A	Non-Res	CODE	95%	75,000	89,063	17,813	51	3	1.19	207
DT-OB-A	Non-Res	CODE	90%	75,000	84,375	16,875	51	3	1.13	196
DT-OB-A	Non-Res	CODE	85%	75,000	79,688	15,938	51	3	1.06	185
DT-OB-A	Non-Res	MKT	100%	75,000	93,750	18,750	51	3	1.25	218
DT-OB-A	Non-Res	MKT	95%	75,000	89,063	17,813	51	3	1.19	207
DT-OB-A	Non-Res	MKT	90%	75,000	84,375	16,875	51	3	1.13	196
DT-OB-A	Non-Res	CODE	100%	90,000	112,500	22,500	51	3	1.25	261
DT-OB-A	Non-Res	CODE	95%	90,000	106,875	21,375	51	3	1.19	248
DT-OB-A	Non-Res	CODE	90%	90,000	101,250	20,250	51	3	1.13	235
DT-OB-A	Non-Res	CODE	85%	90,000	95,625	19,125	51	3	1.06	222
DT-OB-A	Non-Res	MKT	100%	90,000	112,500	22,500	51	3	1.25	261
DT-OB-A	Non-Res	MKT	95%	90,000	106,875	21,375	51	3	1.19	248
DT-OB-A	Non-Res	MKT	90%	90,000	101,250	20,250	51	3	1.13	235
DT-OB-A	Res	CODE	100%	10,000	36,100	3,500	66	6	3.61	53
DT-OB-A	Res	CODE	95%	10,000	35,925	3,325	66	6	3.59	52
DT-OB-A	Res	CODE	90%	10,000	34,650	3,150	66	6	3.47	50
DT-OB-A	Res	CODE	85%	10,000	32,725	2,975	66	6	3.27	48
DT-OB-A	Res	MKT	100%	10,000	36,100	3,500	66	6	3.61	53
DT-OB-A	Res	MKT	95%	10,000	35,925	3,325	66	6	3.59	52
DT-OB-A	Res	MKT	90%	10,000	34,650	3,150	66	6	3.47	50
DT-OB-A	Res	CODE	100%	25,000	96,250	8,750	66	6	3.85	140
DT-OB-A	Res	CODE	95%	25,000	91,438	8,313	66	6	3.66	133
DT-OB-A	Res	CODE	90%	25,000	86,625	7,875	66	6	3.47	126
DT-OB-A	Res	CODE	85%	25,000	78,138	7,438	56	5	3.13	115
DT-OB-A	Res	MKT	100%	25,000	96,250	8,750	66	6	3.85	140
DT-OB-A	Res	MKT	95%	25,000	91,438	8,313	66	6	3.66	133
DT-OB-A	Res	MKT	90%	25,000	86,625	7,875	66	6	3.47	126
DT-OB-A	Res	CODE	100%	45,000	170,750	15,750	56	5	3.79	249
DT-OB-A	Res	CODE	95%	45,000	164,588	14,963	56	5	3.66	239
DT-OB-A	Res	CODE	90%	45,000	155,925	14,175	56	5	3.47	227
DT-OB-A	Res	CODE	85%	45,000	147,263	13,388	56	5	3.27	214
DT-OB-A	Res	MKT	100%	45,000	170,750	15,750	56	5	3.79	249
DT-OB-A	Res	MKT	95%	45,000	164,588	14,963	56	5	3.66	239
DT-OB-A	Res	MKT	90%	45,000	155,925	14,175	56	5	3.47	227
DT-OB-A	Res	CODE	100%	60,000	226,000	21,000	66	6	3.77	330
DT-OB-A	Res	CODE	95%	60,000	219,450	19,950	66	6	3.66	319
DT-OB-A	Res	CODE	90%	60,000	207,900	18,900	66	6	3.47	302

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-A	Res	CODE	85%	60,000	196,350	17,850	66	6	3.27	286	154,275	14,025	56	5	2.57	224
DT-OB-A	Res	MKT	100%	60,000	226,000	21,000	66	6	3.77	330	171,500	16,500	56	5	2.86	252
DT-OB-A	Res	MKT	95%	60,000	219,450	19,950	66	6	3.66	319	170,675	15,675	56	5	2.84	249
DT-OB-A	Res	MKT	90%	60,000	207,900	18,900	66	6	3.47	302	163,350	14,850	56	5	2.72	238
DT-OB-A	Res	CODE	100%	75,000	230,000	25,000	66	6	3.07	346	225,625	20,625	66	6	3.01	329
DT-OB-A	Res	CODE	95%	75,000	229,938	24,938	66	6	3.07	346	215,531	19,594	66	6	2.87	314
DT-OB-A	Res	CODE	90%	75,000	228,625	23,625	66	6	3.05	341	204,188	18,563	66	6	2.72	297
DT-OB-A	Res	CODE	85%	75,000	227,313	22,313	66	6	3.03	335	192,844	17,531	66	6	2.57	281
DT-OB-A	Res	MKT	100%	75,000	230,000	25,000	66	6	3.07	346	225,625	20,625	66	6	3.01	329
DT-OB-A	Res	MKT	95%	75,000	229,938	24,938	66	6	3.07	346	215,531	19,594	66	6	2.87	314
DT-OB-A	Res	MKT	90%	75,000	228,625	23,625	66	6	3.05	341	204,188	18,563	66	6	2.72	297
DT-OB-A	Res	CODE	100%	90,000	330,000	25,000	66	6	3.67	466	254,750	24,750	56	5	2.83	375
DT-OB-A	Res	CODE	95%	90,000	324,250	25,000	66	6	3.60	459	253,513	23,513	56	5	2.82	370
DT-OB-A	Res	CODE	90%	90,000	308,500	25,000	66	6	3.43	440	245,025	22,275	56	5	2.72	356
DT-OB-A	Res	CODE	85%	90,000	292,750	25,000	66	6	3.25	421	231,413	21,038	56	5	2.57	337
DT-OB-A	Res	MKT	100%	90,000	330,000	25,000	66	6	3.67	466	254,750	24,750	56	5	2.83	375
DT-OB-A	Res	MKT	95%	90,000	324,250	25,000	66	6	3.60	459	253,513	23,513	56	5	2.82	370
DT-OB-A	Res	MKT	90%	90,000	308,500	25,000	66	6	3.43	440	245,025	22,275	56	5	2.72	356
DT-OB-B	Non-Res	CODE	100%	10,000	12,500	2,500	51	3	1.25	29	6,250	1,250	38	2	0.63	15
DT-OB-B	Non-Res	CODE	95%	10,000	11,875	2,375	51	3	1.19	28	5,938	1,188	38	2	0.59	14
DT-OB-B	Non-Res	CODE	90%	10,000	11,250	2,250	51	3	1.13	26	5,625	1,125	38	2	0.56	13
DT-OB-B	Non-Res	CODE	85%	10,000	10,625	2,125	38	2	1.06	25	5,313	1,063	26	1	0.53	12
DT-OB-B	Non-Res	MKT	100%	10,000	12,500	2,500	51	3	1.25	29	6,250	1,250	38	2	0.63	15
DT-OB-B	Non-Res	MKT	95%	10,000	11,875	2,375	51	3	1.19	28	5,938	1,188	38	2	0.59	14
DT-OB-B	Non-Res	MKT	90%	10,000	11,250	2,250	51	3	1.13	26	5,625	1,125	38	2	0.56	13
DT-OB-B	Non-Res	CODE	100%	25,000	31,250	6,250	51	3	1.25	73	15,625	3,125	38	2	0.63	36
DT-OB-B	Non-Res	CODE	95%	25,000	29,688	5,938	51	3	1.19	69	14,844	2,969	38	2	0.59	34
DT-OB-B	Non-Res	CODE	90%	25,000	28,125	5,625	51	3	1.13	65	14,063	2,813	38	2	0.56	33
DT-OB-B	Non-Res	CODE	85%	25,000	26,563	5,313	38	2	1.06	62	13,281	2,656	26	1	0.53	31
DT-OB-B	Non-Res	MKT	100%	25,000	31,250	6,250	51	3	1.25	73	15,625	3,125	38	2	0.63	36
DT-OB-B	Non-Res	MKT	95%	25,000	29,688	5,938	51	3	1.19	69	14,844	2,969	38	2	0.59	34
DT-OB-B	Non-Res	MKT	90%	25,000	28,125	5,625	51	3	1.13	65	14,063	2,813	38	2	0.56	33
DT-OB-B	Non-Res	CODE	100%	45,000	56,250	11,250	38	2	1.25	131	28,125	5,625	51	3	0.63	65
DT-OB-B	Non-Res	CODE	95%	45,000	53,438	10,688	38	2	1.19	124	26,719	5,344	38	2	0.59	62
DT-OB-B	Non-Res	CODE	90%	45,000	50,625	10,125	38	2	1.13	117	25,313	5,063	38	2	0.56	59
DT-OB-B	Non-Res	CODE	85%	45,000	47,813	9,563	38	2	1.06	111	23,906	4,781	38	2	0.53	55
DT-OB-B	Non-Res	MKT	100%	45,000	56,250	11,250	38	2	1.25	131	28,125	5,625	51	3	0.63	65
DT-OB-B	Non-Res	MKT	95%	45,000	53,438	10,688	38	2	1.19	124	26,719	5,344	38	2	0.59	62
DT-OB-B	Non-Res	MKT	90%	45,000	50,625	10,125	38	2	1.13	117	25,313	5,063	38	2	0.56	59
DT-OB-B	Non-Res	CODE	100%	60,000	75,000	15,000	51	3	1.25	174	37,500	7,500	51	3	0.63	87

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-A	Res	CODE	85%	60,000	171,575	16,575	56	5	2.86	252	168,300	15,300	56	5	2.81	245
DT-OB-A	Res	MKT	100%	60,000	214,500	19,500	66	6	3.58	312	198,000	18,000	66	6	3.30	288
DT-OB-A	Res	MKT	95%	60,000	203,775	18,525	66	6	3.40	296	188,100	17,100	66	6	3.14	274
DT-OB-A	Res	MKT	90%	60,000	193,050	17,550	66	6	3.22	281	171,200	16,200	56	5	2.85	251
DT-OB-A	Res	CODE	100%	75,000	229,375	24,375	66	6	3.06	344	227,500	22,500	66	6	3.03	336
DT-OB-A	Res	CODE	95%	75,000	228,156	23,156	66	6	3.04	339	226,375	21,375	66	6	3.02	332
DT-OB-A	Res	CODE	90%	75,000	226,938	21,938	66	6	3.03	334	222,750	20,250	66	6	2.97	324
DT-OB-A	Res	CODE	85%	75,000	225,719	20,719	66	6	3.01	329	210,375	19,125	66	6	2.81	306
DT-OB-A	Res	MKT	100%	75,000	229,375	24,375	66	6	3.06	344	227,500	22,500	66	6	3.03	336
DT-OB-A	Res	MKT	95%	75,000	228,156	23,156	66	6	3.04	339	226,375	21,375	66	6	3.02	332
DT-OB-A	Res	MKT	90%	75,000	226,938	21,938	66	6	3.03	334	222,750	20,250	66	6	2.97	324
DT-OB-A	Res	CODE	100%	90,000	317,500	25,000	66	6	3.53	451	295,000	25,000	66	6	3.28	424
DT-OB-A	Res	CODE	95%	90,000	302,875	25,000	66	6	3.37	433	281,500	25,000	66	6	3.13	408
DT-OB-A	Res	CODE	90%	90,000	288,250	25,000	66	6	3.20	416	254,300	24,300	56	5	2.83	373
DT-OB-A	Res	CODE	85%	90,000	273,488	24,863	66	6	3.04	398	252,450	22,950	56	5	2.81	367
DT-OB-A	Res	MKT	100%	90,000	317,500	25,000	66	6	3.53	451	295,000	25,000	66	6	3.28	424
DT-OB-A	Res	MKT	95%	90,000	302,875	25,000	66	6	3.37	433	281,500	25,000	66	6	3.13	408
DT-OB-A	Res	MKT	90%	90,000	288,250	25,000	66	6	3.20	416	254,300	24,300	56	5	2.83	373
DT-OB-B	Non-Res	CODE	100%	10,000	9,375	1,875	38	2	0.94	22	12,500	2,500	51	3	1.25	29
DT-OB-B	Non-Res	CODE	95%	10,000	8,906	1,781	38	2	0.89	21	11,875	2,375	51	3	1.19	28
DT-OB-B	Non-Res	CODE	90%	10,000	8,438	1,688	38	2	0.84	20	11,250	2,250	51	3	1.13	26
DT-OB-B	Non-Res	CODE	85%	10,000	7,969	1,594	38	2	0.80	18	10,625	2,125	38	2	1.06	25
DT-OB-B	Non-Res	MKT	100%	10,000	9,375	1,875	38	2	0.94	22	12,500	2,500	51	3	1.25	29
DT-OB-B	Non-Res	MKT	95%	10,000	8,906	1,781	38	2	0.89	21	11,875	2,375	51	3	1.19	28
DT-OB-B	Non-Res	MKT	90%	10,000	8,438	1,688	38	2	0.84	20	11,250	2,250	51	3	1.13	26
DT-OB-B	Non-Res	CODE	100%	25,000	23,438	4,688	38	2	0.94	54	31,250	6,250	51	3	1.25	73
DT-OB-B	Non-Res	CODE	95%	25,000	22,266	4,453	38	2	0.89	52	29,688	5,938	51	3	1.19	69
DT-OB-B	Non-Res	CODE	90%	25,000	21,094	4,219	38	2	0.84	49	28,125	5,625	51	3	1.13	65
DT-OB-B	Non-Res	CODE	85%	25,000	19,922	3,984	38	2	0.80	46	26,563	5,313	38	2	1.06	62
DT-OB-B	Non-Res	MKT	100%	25,000	23,438	4,688	38	2	0.94	54	31,250	6,250	51	3	1.25	73
DT-OB-B	Non-Res	MKT	95%	25,000	22,266	4,453	38	2	0.89	52	29,688	5,938	51	3	1.19	69
DT-OB-B	Non-Res	MKT	90%	25,000	21,094	4,219	38	2	0.84	49	28,125	5,625	51	3	1.13	65
DT-OB-B	Non-Res	CODE	100%	45,000	42,188	8,438	38	2	0.94	98	56,250	11,250	38	2	1.25	131
DT-OB-B	Non-Res	CODE	95%	45,000	40,078	8,016	51	3	0.89	93	53,438	10,688	38	2	1.19	124
DT-OB-B	Non-Res	CODE	90%	45,000	37,969	7,594	51	3	0.84	88	50,625	10,125	38	2	1.13	117
DT-OB-B	Non-Res	CODE	85%	45,000	35,859	7,172	51	3	0.80	83	47,813	9,563	38	2	1.06	111
DT-OB-B	Non-Res	MKT	100%	45,000	42,188	8,438	38	2	0.94	98	56,250	11,250	38	2	1.25	131
DT-OB-B	Non-Res	MKT	95%	45,000	40,078	8,016	51	3	0.89	93	53,438	10,688	38	2	1.19	124
DT-OB-B	Non-Res	MKT	90%	45,000	37,969	7,594	51	3	0.84	88	50,625	10,125	38	2	1.13	117
DT-OB-B	Non-Res	CODE	100%	60,000	56,250	11,250	38	2	0.94	131	75,000	15,000	51	3	1.25	174

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-A	Res	CODE	85%	60,000	196,350	17,850	66	6	3.27	286
DT-OB-A	Res	MKT	100%	60,000	226,000	21,000	66	6	3.77	330
DT-OB-A	Res	MKT	95%	60,000	219,450	19,950	66	6	3.66	319
DT-OB-A	Res	MKT	90%	60,000	207,900	18,900	66	6	3.47	302
DT-OB-A	Res	CODE	100%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-A	Res	CODE	95%	75,000	274,313	24,938	80	7	3.66	399
DT-OB-A	Res	CODE	90%	75,000	259,875	23,625	80	7	3.47	378
DT-OB-A	Res	CODE	85%	75,000	245,438	22,313	80	7	3.27	357
DT-OB-A	Res	MKT	100%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-A	Res	MKT	95%	75,000	274,313	24,938	80	7	3.66	399
DT-OB-A	Res	MKT	90%	75,000	259,875	23,625	80	7	3.47	378
DT-OB-A	Res	CODE	100%	90,000	330,000	25,000	66	6	3.67	466
DT-OB-A	Res	CODE	95%	90,000	324,250	25,000	66	6	3.60	459
DT-OB-A	Res	CODE	90%	90,000	308,500	25,000	66	6	3.43	440
DT-OB-A	Res	CODE	85%	90,000	292,750	25,000	66	6	3.25	421
DT-OB-A	Res	MKT	100%	90,000	330,000	25,000	66	6	3.67	466
DT-OB-A	Res	MKT	95%	90,000	324,250	25,000	66	6	3.60	459
DT-OB-A	Res	MKT	90%	90,000	308,500	25,000	66	6	3.43	440
DT-OB-B	Non-Res	CODE	100%	10,000	12,500	2,500	51	3	1.25	29
DT-OB-B	Non-Res	CODE	95%	10,000	11,875	2,375	51	3	1.19	28
DT-OB-B	Non-Res	CODE	90%	10,000	11,250	2,250	51	3	1.13	26
DT-OB-B	Non-Res	CODE	85%	10,000	10,625	2,125	38	2	1.06	25
DT-OB-B	Non-Res	MKT	100%	10,000	12,500	2,500	51	3	1.25	29
DT-OB-B	Non-Res	MKT	95%	10,000	11,875	2,375	51	3	1.19	28
DT-OB-B	Non-Res	MKT	90%	10,000	11,250	2,250	51	3	1.13	26
DT-OB-B	Non-Res	CODE	100%	25,000	31,250	6,250	51	3	1.25	73
DT-OB-B	Non-Res	CODE	95%	25,000	29,688	5,938	51	3	1.19	69
DT-OB-B	Non-Res	CODE	90%	25,000	28,125	5,625	51	3	1.13	65
DT-OB-B	Non-Res	CODE	85%	25,000	26,563	5,313	38	2	1.06	62
DT-OB-B	Non-Res	MKT	100%	25,000	31,250	6,250	51	3	1.25	73
DT-OB-B	Non-Res	MKT	95%	25,000	29,688	5,938	51	3	1.19	69
DT-OB-B	Non-Res	MKT	90%	25,000	28,125	5,625	51	3	1.13	65
DT-OB-B	Non-Res	CODE	100%	45,000	56,250	11,250	38	2	1.25	131
DT-OB-B	Non-Res	CODE	95%	45,000	53,438	10,688	38	2	1.19	124
DT-OB-B	Non-Res	CODE	90%	45,000	50,625	10,125	38	2	1.13	117
DT-OB-B	Non-Res	CODE	85%	45,000	47,813	9,563	38	2	1.06	111
DT-OB-B	Non-Res	MKT	100%	45,000	56,250	11,250	38	2	1.25	131
DT-OB-B	Non-Res	MKT	95%	45,000	53,438	10,688	38	2	1.19	124
DT-OB-B	Non-Res	MKT	90%	45,000	50,625	10,125	38	2	1.13	117
DT-OB-B	Non-Res	CODE	100%	60,000	75,000	15,000	51	3	1.25	174

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-B	Non-Res	CODE	95%	60,000	71,250	14,250	51	3	1.19	165	35,625	7,125	51	3	0.59	83
DT-OB-B	Non-Res	CODE	90%	60,000	67,500	13,500	51	3	1.13	157	33,750	6,750	51	3	0.56	78
DT-OB-B	Non-Res	CODE	85%	60,000	60,000	12,750	38	2	1.00	141	31,875	6,375	51	3	0.53	74
DT-OB-B	Non-Res	MKT	100%	60,000	75,000	15,000	51	3	1.25	174	37,500	7,500	51	3	0.63	87
DT-OB-B	Non-Res	MKT	95%	60,000	71,250	14,250	51	3	1.19	165	35,625	7,125	51	3	0.59	83
DT-OB-B	Non-Res	MKT	90%	60,000	67,500	13,500	51	3	1.13	157	33,750	6,750	51	3	0.56	78
DT-OB-B	Non-Res	CODE	100%	75,000	93,750	18,750	64	4	1.25	218	46,875	9,375	38	2	0.63	109
DT-OB-B	Non-Res	CODE	95%	75,000	89,063	17,813	64	4	1.19	207	44,531	8,906	38	2	0.59	103
DT-OB-B	Non-Res	CODE	90%	75,000	80,000	16,875	51	3	1.07	187	42,188	8,438	38	2	0.56	98
DT-OB-B	Non-Res	CODE	85%	75,000	79,688	15,938	51	3	1.06	185	39,844	7,969	51	3	0.53	92
DT-OB-B	Non-Res	MKT	100%	75,000	93,750	18,750	64	4	1.25	218	46,875	9,375	38	2	0.63	109
DT-OB-B	Non-Res	MKT	95%	75,000	89,063	17,813	64	4	1.19	207	44,531	8,906	38	2	0.59	103
DT-OB-B	Non-Res	MKT	90%	75,000	80,000	16,875	51	3	1.07	187	42,188	8,438	38	2	0.56	98
DT-OB-B	Non-Res	CODE	100%	90,000	112,500	22,500	38	2	1.25	261	56,250	11,250	38	2	0.63	131
DT-OB-B	Non-Res	CODE	95%	90,000	106,875	21,375	82	5	1.19	248	53,438	10,688	38	2	0.59	124
DT-OB-B	Non-Res	CODE	90%	90,000	100,000	20,250	64	4	1.11	233	50,625	10,125	38	2	0.56	117
DT-OB-B	Non-Res	CODE	85%	90,000	95,625	19,125	64	4	1.06	222	47,813	9,563	38	2	0.53	111
DT-OB-B	Non-Res	MKT	100%	90,000	112,500	22,500	38	2	1.25	261	56,250	11,250	38	2	0.63	131
DT-OB-B	Non-Res	MKT	95%	90,000	106,875	21,375	82	5	1.19	248	53,438	10,688	38	2	0.59	124
DT-OB-B	Non-Res	MKT	90%	90,000	100,000	20,250	64	4	1.11	233	50,625	10,125	38	2	0.56	117
DT-OB-B	Res	CODE	100%	10,000	44,500	5,000	80	7	4.45	67	43,500	4,000	80	7	4.35	63
DT-OB-B	Res	CODE	95%	10,000	44,250	4,750	80	7	4.43	66	41,800	3,800	80	7	4.18	61
DT-OB-B	Res	CODE	90%	10,000	42,600	4,500	80	7	4.26	64	39,600	3,600	80	7	3.96	58
DT-OB-B	Res	CODE	85%	10,000	43,750	4,250	80	7	4.38	64	36,000	3,400	66	6	3.60	53
DT-OB-B	Res	MKT	100%	10,000	44,500	5,000	80	7	4.45	67	43,500	4,000	80	7	4.35	63
DT-OB-B	Res	MKT	95%	10,000	44,250	4,750	80	7	4.43	66	41,800	3,800	80	7	4.18	61
DT-OB-B	Res	MKT	90%	10,000	42,600	4,500	80	7	4.26	64	39,600	3,600	80	7	3.96	58
DT-OB-B	Res	CODE	100%	25,000	127,000	12,500	80	7	5.08	187	110,000	10,000	80	7	4.40	160
DT-OB-B	Res	CODE	95%	25,000	126,375	11,875	80	7	5.06	185	102,100	9,500	66	6	4.08	149
DT-OB-B	Res	CODE	90%	25,000	123,750	11,250	80	7	4.95	180	99,000	9,000	66	6	3.96	144
DT-OB-B	Res	CODE	85%	25,000	116,875	10,625	80	7	4.68	170	93,500	8,500	66	6	3.74	136
DT-OB-B	Res	MKT	100%	25,000	127,000	12,500	80	7	5.08	187	110,000	10,000	80	7	4.40	160
DT-OB-B	Res	MKT	95%	25,000	126,375	11,875	80	7	5.06	185	102,100	9,500	66	6	4.08	149
DT-OB-B	Res	MKT	90%	25,000	123,750	11,250	80	7	4.95	180	99,000	9,000	66	6	3.96	144
DT-OB-B	Res	CODE	100%	45,000	247,500	22,500	80	7	5.50	360	198,000	18,000	66	6	4.40	288
DT-OB-B	Res	CODE	95%	45,000	226,375	21,375	66	6	5.03	332	188,100	17,100	66	6	4.18	274
DT-OB-B	Res	CODE	90%	45,000	222,750	20,250	66	6	4.95	324	171,200	16,200	56	5	3.80	251
DT-OB-B	Res	CODE	85%	45,000	210,375	19,125	66	6	4.68	306	168,300	15,300	56	5	3.74	245
DT-OB-B	Res	MKT	100%	45,000	247,500	22,500	80	7	5.50	360	198,000	18,000	66	6	4.40	288
DT-OB-B	Res	MKT	95%	45,000	226,375	21,375	66	6	5.03	332	188,100	17,100	66	6	4.18	274

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-B	Non-Res	CODE	95%	60,000	53,438	10,688	38	2	0.89	124	71,250	14,250	51	3	1.19	165
DT-OB-B	Non-Res	CODE	90%	60,000	50,625	10,125	38	2	0.84	117	67,500	13,500	51	3	1.13	157
DT-OB-B	Non-Res	CODE	85%	60,000	47,813	9,563	38	2	0.80	111	60,000	12,750	38	2	1.00	141
DT-OB-B	Non-Res	MKT	100%	60,000	56,250	11,250	38	2	0.94	131	75,000	15,000	51	3	1.25	174
DT-OB-B	Non-Res	MKT	95%	60,000	53,438	10,688	38	2	0.89	124	71,250	14,250	51	3	1.19	165
DT-OB-B	Non-Res	MKT	90%	60,000	50,625	10,125	38	2	0.84	117	67,500	13,500	51	3	1.13	157
DT-OB-B	Non-Res	CODE	100%	75,000	70,313	14,063	51	3	0.94	163	93,750	18,750	64	4	1.25	218
DT-OB-B	Non-Res	CODE	95%	75,000	66,797	13,359	51	3	0.89	155	89,063	17,813	64	4	1.19	207
DT-OB-B	Non-Res	CODE	90%	75,000	60,000	12,656	38	2	0.80	141	80,000	16,875	51	3	1.07	187
DT-OB-B	Non-Res	CODE	85%	75,000	59,766	11,953	38	2	0.80	139	79,688	15,938	51	3	1.06	185
DT-OB-B	Non-Res	MKT	100%	75,000	70,313	14,063	51	3	0.94	163	93,750	18,750	64	4	1.25	218
DT-OB-B	Non-Res	MKT	95%	75,000	66,797	13,359	51	3	0.89	155	89,063	17,813	64	4	1.19	207
DT-OB-B	Non-Res	MKT	90%	75,000	60,000	12,656	38	2	0.80	141	80,000	16,875	51	3	1.07	187
DT-OB-B	Non-Res	CODE	100%	90,000	80,000	16,875	51	3	0.89	187	112,500	22,500	38	2	1.25	261
DT-OB-B	Non-Res	CODE	95%	90,000	80,000	16,031	51	3	0.89	186	106,875	21,375	82	5	1.19	248
DT-OB-B	Non-Res	CODE	90%	90,000	75,938	15,188	51	3	0.84	176	100,000	20,250	64	4	1.11	233
DT-OB-B	Non-Res	CODE	85%	90,000	71,719	14,344	51	3	0.80	166	95,625	19,125	64	4	1.06	222
DT-OB-B	Non-Res	MKT	100%	90,000	80,000	16,875	51	3	0.89	187	112,500	22,500	38	2	1.25	261
DT-OB-B	Non-Res	MKT	95%	90,000	80,000	16,031	51	3	0.89	186	106,875	21,375	82	5	1.19	248
DT-OB-B	Non-Res	MKT	90%	90,000	75,938	15,188	51	3	0.84	176	100,000	20,250	64	4	1.11	233
DT-OB-B	Res	CODE	100%	10,000	42,600	4,500	80	7	4.26	64	43,750	4,250	80	7	4.38	64
DT-OB-B	Res	CODE	95%	10,000	43,775	4,275	80	7	4.38	65	43,538	4,038	80	7	4.35	64
DT-OB-B	Res	CODE	90%	10,000	43,550	4,050	80	7	4.36	64	42,075	3,825	80	7	4.21	61
DT-OB-B	Res	CODE	85%	10,000	42,075	3,825	80	7	4.21	61	39,738	3,613	80	7	3.97	58
DT-OB-B	Res	MKT	100%	10,000	42,600	4,500	80	7	4.26	64	43,750	4,250	80	7	4.38	64
DT-OB-B	Res	MKT	95%	10,000	43,775	4,275	80	7	4.38	65	43,538	4,038	80	7	4.35	64
DT-OB-B	Res	MKT	90%	10,000	43,550	4,050	80	7	4.36	64	42,075	3,825	80	7	4.21	61
DT-OB-B	Res	CODE	100%	25,000	123,750	11,250	80	7	4.95	180	116,875	10,625	80	7	4.68	170
DT-OB-B	Res	CODE	95%	25,000	117,563	10,688	80	7	4.70	171	111,031	10,094	80	7	4.44	162
DT-OB-B	Res	CODE	90%	25,000	111,375	10,125	80	7	4.46	162	102,163	9,563	66	6	4.09	149
DT-OB-B	Res	CODE	85%	25,000	102,163	9,563	66	6	4.09	149	99,344	9,031	66	6	3.97	145
DT-OB-B	Res	MKT	100%	25,000	123,750	11,250	80	7	4.95	180	116,875	10,625	80	7	4.68	170
DT-OB-B	Res	MKT	95%	25,000	117,563	10,688	80	7	4.70	171	111,031	10,094	80	7	4.44	162
DT-OB-B	Res	MKT	90%	25,000	111,375	10,125	80	7	4.46	162	102,163	9,563	66	6	4.09	149
DT-OB-B	Res	CODE	100%	45,000	222,750	20,250	66	6	4.95	324	210,375	19,125	66	6	4.68	306
DT-OB-B	Res	CODE	95%	45,000	211,613	19,238	66	6	4.70	308	199,856	18,169	66	6	4.44	291
DT-OB-B	Res	CODE	90%	45,000	200,475	18,225	66	6	4.46	292	189,338	17,213	66	6	4.21	275
DT-OB-B	Res	CODE	85%	45,000	189,338	17,213	66	6	4.21	275	171,256	16,256	56	5	3.81	251
DT-OB-B	Res	MKT	100%	45,000	222,750	20,250	66	6	4.95	324	210,375	19,125	66	6	4.68	306
DT-OB-B	Res	MKT	95%	45,000	211,613	19,238	66	6	4.70	308	199,856	18,169	66	6	4.44	291

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-B	Non-Res	CODE	95%	60,000	71,250	14,250	51	3	1.19	165
DT-OB-B	Non-Res	CODE	90%	60,000	67,500	13,500	51	3	1.13	157
DT-OB-B	Non-Res	CODE	85%	60,000	60,000	12,750	38	2	1.00	141
DT-OB-B	Non-Res	MKT	100%	60,000	75,000	15,000	51	3	1.25	174
DT-OB-B	Non-Res	MKT	95%	60,000	71,250	14,250	51	3	1.19	165
DT-OB-B	Non-Res	MKT	90%	60,000	67,500	13,500	51	3	1.13	157
DT-OB-B	Non-Res	CODE	100%	75,000	93,750	18,750	64	4	1.25	218
DT-OB-B	Non-Res	CODE	95%	75,000	89,063	17,813	64	4	1.19	207
DT-OB-B	Non-Res	CODE	90%	75,000	80,000	16,875	51	3	1.07	187
DT-OB-B	Non-Res	CODE	85%	75,000	79,688	15,938	51	3	1.06	185
DT-OB-B	Non-Res	MKT	100%	75,000	93,750	18,750	64	4	1.25	218
DT-OB-B	Non-Res	MKT	95%	75,000	89,063	17,813	64	4	1.19	207
DT-OB-B	Non-Res	MKT	90%	75,000	80,000	16,875	51	3	1.07	187
DT-OB-B	Non-Res	CODE	100%	90,000	112,500	22,500	38	2	1.25	261
DT-OB-B	Non-Res	CODE	95%	90,000	106,875	21,375	82	5	1.19	248
DT-OB-B	Non-Res	CODE	90%	90,000	100,000	20,250	64	4	1.11	233
DT-OB-B	Non-Res	CODE	85%	90,000	95,625	19,125	64	4	1.06	222
DT-OB-B	Non-Res	MKT	100%	90,000	112,500	22,500	38	2	1.25	261
DT-OB-B	Non-Res	MKT	95%	90,000	106,875	21,375	82	5	1.19	248
DT-OB-B	Non-Res	MKT	90%	90,000	100,000	20,250	64	4	1.11	233
DT-OB-B	Res	CODE	100%	10,000	44,500	5,000	80	7	4.45	67
DT-OB-B	Res	CODE	95%	10,000	44,250	4,750	80	7	4.43	66
DT-OB-B	Res	CODE	90%	10,000	42,600	4,500	80	7	4.26	64
DT-OB-B	Res	CODE	85%	10,000	43,750	4,250	80	7	4.38	64
DT-OB-B	Res	MKT	100%	10,000	44,500	5,000	80	7	4.45	67
DT-OB-B	Res	MKT	95%	10,000	44,250	4,750	80	7	4.43	66
DT-OB-B	Res	MKT	90%	10,000	42,600	4,500	80	7	4.26	64
DT-OB-B	Res	CODE	100%	25,000	127,000	12,500	80	7	5.08	187
DT-OB-B	Res	CODE	95%	25,000	126,375	11,875	80	7	5.06	185
DT-OB-B	Res	CODE	90%	25,000	123,750	11,250	80	7	4.95	180
DT-OB-B	Res	CODE	85%	25,000	116,875	10,625	80	7	4.68	170
DT-OB-B	Res	MKT	100%	25,000	127,000	12,500	80	7	5.08	187
DT-OB-B	Res	MKT	95%	25,000	126,375	11,875	80	7	5.06	185
DT-OB-B	Res	MKT	90%	25,000	123,750	11,250	80	7	4.95	180
DT-OB-B	Res	CODE	100%	45,000	247,500	22,500	80	7	5.50	360
DT-OB-B	Res	CODE	95%	45,000	226,375	21,375	66	6	5.03	332
DT-OB-B	Res	CODE	90%	45,000	222,750	20,250	66	6	4.95	324
DT-OB-B	Res	CODE	85%	45,000	210,375	19,125	66	6	4.68	306
DT-OB-B	Res	MKT	100%	45,000	247,500	22,500	80	7	5.50	360
DT-OB-B	Res	MKT	95%	45,000	226,375	21,375	66	6	5.03	332

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-B	Res	MKT	90%	45,000	222,750	20,250	66	6	4.95	324	171,200	16,200	56	5	3.80	251
DT-OB-B	Res	CODE	100%	60,000	275,000	25,000	80	7	4.58	400	264,000	24,000	80	7	4.40	384
DT-OB-B	Res	CODE	95%	60,000	260,000	25,000	80	7	4.33	382	250,800	22,800	80	7	4.18	365
DT-OB-B	Res	CODE	90%	60,000	280,000	25,000	80	7	4.67	406	226,600	21,600	66	6	3.78	332
DT-OB-B	Res	CODE	85%	60,000	280,000	25,000	80	7	4.67	406	224,400	20,400	66	6	3.74	326
DT-OB-B	Res	MKT	100%	60,000	275,000	25,000	80	7	4.58	400	264,000	24,000	80	7	4.40	384
DT-OB-B	Res	MKT	95%	60,000	260,000	25,000	80	7	4.33	382	250,800	22,800	80	7	4.18	365
DT-OB-B	Res	MKT	90%	60,000	280,000	25,000	80	7	4.67	406	226,600	21,600	66	6	3.78	332
DT-OB-B	Res	CODE	100%	75,000	280,000	25,000	80	7	3.73	406	275,000	25,000	80	7	3.67	400
DT-OB-B	Res	CODE	95%	75,000	280,000	25,000	80	7	3.73	406	260,000	25,000	80	7	3.47	382
DT-OB-B	Res	CODE	90%	75,000	280,000	25,000	80	7	3.73	406	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	85%	75,000	280,000	25,000	80	7	3.73	406	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	MKT	100%	75,000	280,000	25,000	80	7	3.73	406	275,000	25,000	80	7	3.67	400
DT-OB-B	Res	MKT	95%	75,000	280,000	25,000	80	7	3.73	406	260,000	25,000	80	7	3.47	382
DT-OB-B	Res	MKT	90%	75,000	280,000	25,000	80	7	3.73	406	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	100%	90,000	400,000	25,000	80	7	4.44	550	385,000	25,000	80	7	4.28	532
DT-OB-B	Res	CODE	95%	90,000	377,500	25,000	80	7	4.19	523	367,000	25,000	80	7	4.08	510
DT-OB-B	Res	CODE	90%	90,000	405,000	25,000	80	7	4.50	556	349,000	25,000	80	7	3.88	489
DT-OB-B	Res	CODE	85%	90,000	405,000	25,000	80	7	4.50	556	330,000	25,000	66	6	3.67	466
DT-OB-B	Res	MKT	100%	90,000	400,000	25,000	80	7	4.44	550	385,000	25,000	80	7	4.28	532
DT-OB-B	Res	MKT	95%	90,000	377,500	25,000	80	7	4.19	523	367,000	25,000	80	7	4.08	510
DT-OB-B	Res	MKT	90%	90,000	405,000	25,000	80	7	4.50	556	349,000	25,000	80	7	3.88	489
DT-OLB C	Non-Res	CODE	100%	25,000	93,750	18,750	82	5	3.75	218	64,320	14,063	51	3	2.57	152
DT-OLB C	Non-Res	CODE	95%	25,000	81,840	17,813	64	4	3.27	193	64,320	13,359	51	3	2.57	150
DT-OLB C	Non-Res	CODE	90%	25,000	81,840	16,875	64	4	3.27	191	63,281	12,656	51	3	2.53	147
DT-OLB C	Non-Res	CODE	85%	25,000	79,688	15,938	64	4	3.19	185	59,766	11,953	51	3	2.39	139
DT-OLB C	Non-Res	MKT	100%	25,000	93,750	18,750	82	5	3.75	218	64,320	14,063	51	3	2.57	152
DT-OLB C	Non-Res	MKT	95%	25,000	81,840	17,813	64	4	3.27	193	64,320	13,359	51	3	2.57	150
DT-OLB C	Non-Res	MKT	90%	25,000	81,840	16,875	64	4	3.27	191	63,281	12,656	51	3	2.53	147
DT-OLB C	Non-Res	CODE	100%	45,000	160,000	25,000	82	5	3.56	357	126,250	25,000	64	4	2.81	292
DT-OLB C	Non-Res	CODE	95%	45,000	145,200	25,000	64	4	3.23	328	115,200	24,047	51	3	2.56	269
DT-OLB C	Non-Res	CODE	90%	45,000	145,200	25,000	64	4	3.23	328	113,906	22,781	51	3	2.53	264
DT-OLB C	Non-Res	CODE	85%	45,000	139,750	25,000	64	4	3.11	318	107,578	21,516	51	3	2.39	250
DT-OLB C	Non-Res	MKT	100%	45,000	150,000	25,000	82	5	3.33	338	126,250	25,000	64	4	2.81	292
DT-OLB C	Non-Res	MKT	95%	45,000	150,000	25,000	82	5	3.33	338	120,234	24,047	64	4	2.67	279
DT-OLB C	Non-Res	MKT	90%	45,000	146,500	25,000	82	5	3.26	331	106,800	22,781	51	3	2.37	251
DT-OLB C	Non-Res	CODE	100%	60,000	205,000	25,000	64	4	3.42	442	160,000	25,000	51	3	2.67	357
DT-OLB C	Non-Res	CODE	95%	60,000	196,000	25,000	64	4	3.27	425	153,250	25,000	51	3	2.55	344
DT-OLB C	Non-Res	CODE	90%	60,000	175,200	25,000	51	3	2.92	385	146,500	25,000	51	3	2.44	331
DT-OLB C	Non-Res	CODE	85%	60,000	175,200	25,000	51	3	2.92	385	139,750	25,000	51	3	2.33	318

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-B	Res	MKT	90%	45,000	200,475	18,225	66	6	4.46	292	189,338	17,213	66	6	4.21	275
DT-OB-B	Res	CODE	100%	60,000	280,000	25,000	80	7	4.67	406	280,000	25,000	80	7	4.67	406
DT-OB-B	Res	CODE	95%	60,000	280,000	25,000	80	7	4.67	406	266,475	24,225	80	7	4.44	388
DT-OB-B	Res	CODE	90%	60,000	267,300	24,300	80	7	4.46	389	252,450	22,950	80	7	4.21	367
DT-OB-B	Res	CODE	85%	60,000	252,450	22,950	80	7	4.21	367	226,675	21,675	66	6	3.78	333
DT-OB-B	Res	MKT	100%	60,000	280,000	25,000	80	7	4.67	406	280,000	25,000	80	7	4.67	406
DT-OB-B	Res	MKT	95%	60,000	280,000	25,000	80	7	4.67	406	266,475	24,225	80	7	4.44	388
DT-OB-B	Res	MKT	90%	60,000	267,300	24,300	80	7	4.46	389	252,450	22,950	80	7	4.21	367
DT-OB-B	Res	CODE	100%	75,000	280,000	25,000	80	7	3.73	406	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	95%	75,000	280,000	25,000	80	7	3.73	406	277,813	25,000	80	7	3.70	403
DT-OB-B	Res	CODE	90%	75,000	278,750	25,000	80	7	3.72	405	261,875	25,000	80	7	3.49	384
DT-OB-B	Res	CODE	85%	75,000	261,875	25,000	80	7	3.49	384	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	MKT	100%	75,000	280,000	25,000	80	7	3.73	406	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	MKT	95%	75,000	280,000	25,000	80	7	3.73	406	277,813	25,000	80	7	3.70	403
DT-OB-B	Res	MKT	90%	75,000	278,750	25,000	80	7	3.72	405	261,875	25,000	80	7	3.49	384
DT-OB-B	Res	CODE	100%	90,000	405,000	25,000	80	7	4.50	556	405,000	25,000	80	7	4.50	556
DT-OB-B	Res	CODE	95%	90,000	405,000	25,000	80	7	4.50	556	388,375	25,000	80	7	4.32	536
DT-OB-B	Res	CODE	90%	90,000	389,500	25,000	80	7	4.33	537	369,250	25,000	80	7	4.10	513
DT-OB-B	Res	CODE	85%	90,000	369,250	25,000	80	7	4.10	513	350,125	25,000	80	7	3.89	490
DT-OB-B	Res	MKT	100%	90,000	405,000	25,000	80	7	4.50	556	405,000	25,000	80	7	4.50	556
DT-OB-B	Res	MKT	95%	90,000	405,000	25,000	80	7	4.50	556	388,375	25,000	80	7	4.32	536
DT-OB-B	Res	MKT	90%	90,000	389,500	25,000	80	7	4.33	537	369,250	25,000	80	7	4.10	513
DT-OLB C	Non-Res	CODE	100%	25,000	81,840	17,188	64	4	3.27	192	78,125	15,625	64	4	3.13	181
DT-OLB C	Non-Res	CODE	95%	25,000	81,641	16,328	64	4	3.27	189	74,219	14,844	64	4	2.97	172
DT-OLB C	Non-Res	CODE	90%	25,000	77,344	15,469	64	4	3.09	179	64,320	14,063	51	3	2.57	152
DT-OLB C	Non-Res	CODE	85%	25,000	64,320	14,609	51	3	2.57	153	64,320	13,281	51	3	2.57	150
DT-OLB C	Non-Res	MKT	100%	25,000	81,840	17,188	64	4	3.27	192	78,125	15,625	64	4	3.13	181
DT-OLB C	Non-Res	MKT	95%	25,000	81,641	16,328	64	4	3.27	189	74,219	14,844	64	4	2.97	172
DT-OLB C	Non-Res	MKT	90%	25,000	77,344	15,469	64	4	3.09	179	64,320	14,063	51	3	2.57	152
DT-OLB C	Non-Res	CODE	100%	45,000	145,200	25,000	64	4	3.23	328	137,500	25,000	64	4	3.06	314
DT-OLB C	Non-Res	CODE	95%	45,000	142,563	25,000	64	4	3.17	323	131,875	25,000	64	4	2.93	303
DT-OLB C	Non-Res	CODE	90%	45,000	136,375	25,000	64	4	3.03	312	126,250	25,000	64	4	2.81	292
DT-OLB C	Non-Res	CODE	85%	45,000	130,188	25,000	64	4	2.89	300	115,200	23,906	51	3	2.56	269
DT-OLB C	Non-Res	MKT	100%	45,000	148,750	25,000	82	5	3.31	335	137,500	25,000	82	5	3.06	314
DT-OLB C	Non-Res	MKT	95%	45,000	142,563	25,000	82	5	3.17	323	128,400	25,000	64	4	2.85	296
DT-OLB C	Non-Res	MKT	90%	45,000	128,400	25,000	64	4	2.85	296	126,250	25,000	64	4	2.81	292
DT-OLB C	Non-Res	CODE	100%	60,000	175,200	25,000	51	3	2.92	385	175,000	25,000	51	3	2.92	385
DT-OLB C	Non-Res	CODE	95%	60,000	175,200	25,000	51	3	2.92	385	167,500	25,000	51	3	2.79	371
DT-OLB C	Non-Res	CODE	90%	60,000	173,500	25,000	51	3	2.89	382	160,000	25,000	51	3	2.67	357
DT-OLB C	Non-Res	CODE	85%	60,000	165,250	25,000	51	3	2.75	366	152,500	25,000	51	3	2.54	342

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OB-B	Res	MKT	90%	45,000	222,750	20,250	66	6	4.95	324
DT-OB-B	Res	CODE	100%	60,000	275,000	25,000	80	7	4.58	400
DT-OB-B	Res	CODE	95%	60,000	260,000	25,000	80	7	4.33	382
DT-OB-B	Res	CODE	90%	60,000	280,000	25,000	80	7	4.67	406
DT-OB-B	Res	CODE	85%	60,000	280,000	25,000	80	7	4.67	406
DT-OB-B	Res	MKT	100%	60,000	275,000	25,000	80	7	4.58	400
DT-OB-B	Res	MKT	95%	60,000	260,000	25,000	80	7	4.33	382
DT-OB-B	Res	MKT	90%	60,000	280,000	25,000	80	7	4.67	406
DT-OB-B	Res	CODE	100%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	95%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	90%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	85%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	MKT	100%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	MKT	95%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	MKT	90%	75,000	280,000	25,000	80	7	3.73	406
DT-OB-B	Res	CODE	100%	90,000	400,000	25,000	80	7	4.44	550
DT-OB-B	Res	CODE	95%	90,000	377,500	25,000	80	7	4.19	523
DT-OB-B	Res	CODE	90%	90,000	405,000	25,000	80	7	4.50	556
DT-OB-B	Res	CODE	85%	90,000	405,000	25,000	80	7	4.50	556
DT-OB-B	Res	MKT	100%	90,000	400,000	25,000	80	7	4.44	550
DT-OB-B	Res	MKT	95%	90,000	377,500	25,000	80	7	4.19	523
DT-OB-B	Res	MKT	90%	90,000	405,000	25,000	80	7	4.50	556
DT-OLB C	Non-Res	CODE	100%	25,000	151,920	25,000	120	8	6.08	341
DT-OLB C	Non-Res	CODE	95%	25,000	149,980	25,000	120	8	6.00	337
DT-OLB C	Non-Res	CODE	90%	25,000	134,400	25,000	107	7	5.38	308
DT-OLB C	Non-Res	CODE	85%	25,000	134,400	25,000	107	7	5.38	308
DT-OLB C	Non-Res	MKT	100%	25,000	151,920	25,000	120	8	6.08	341
DT-OLB C	Non-Res	MKT	95%	25,000	149,980	25,000	120	8	6.00	337
DT-OLB C	Non-Res	MKT	90%	25,000	134,400	25,000	107	7	5.38	308
DT-OLB C	Non-Res	CODE	100%	45,000	295,000	25,000	176	12	6.56	613
DT-OLB C	Non-Res	CODE	95%	45,000	281,500	25,000	163	11	6.26	587
DT-OLB C	Non-Res	CODE	90%	45,000	265,200	25,000	150	10	5.89	556
DT-OLB C	Non-Res	CODE	85%	45,000	229,200	25,000	120	8	5.09	488
DT-OLB C	Non-Res	MKT	100%	45,000	294,000	25,000	189	13	6.53	611
DT-OLB C	Non-Res	MKT	95%	45,000	276,000	25,000	176	12	6.13	577
DT-OLB C	Non-Res	MKT	90%	45,000	268,000	25,000	176	12	5.96	562
DT-OLB C	Non-Res	CODE	100%	60,000	378,000	25,000	227	16	6.30	771
DT-OLB C	Non-Res	CODE	95%	60,000	360,000	25,000	214	15	6.00	737
DT-OLB C	Non-Res	CODE	90%	60,000	342,000	25,000	201	14	5.70	702
DT-OLB C	Non-Res	CODE	85%	60,000	324,000	25,000	189	13	5.40	668

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB C	Non-Res	MKT	100%	60,000	201,600	25,000	64	4	3.36	436	158,400	25,000	51	3	2.64	353
DT-OLB C	Non-Res	MKT	95%	60,000	196,000	25,000	64	4	3.27	425	153,250	25,000	51	3	2.55	344
DT-OLB C	Non-Res	MKT	90%	60,000	187,000	25,000	64	4	3.12	408	146,500	25,000	51	3	2.44	331
DT-OLB C	Non-Res	CODE	100%	75,000	250,000	25,000	64	4	3.33	528	193,750	25,000	51	3	2.58	421
DT-OLB C	Non-Res	CODE	95%	75,000	238,750	25,000	64	4	3.18	506	185,313	25,000	51	3	2.47	405
DT-OLB C	Non-Res	CODE	90%	75,000	227,500	25,000	64	4	3.03	485	176,875	25,000	51	3	2.36	389
DT-OLB C	Non-Res	CODE	85%	75,000	203,600	25,000	51	3	2.71	439	168,438	25,000	51	3	2.25	373
DT-OLB C	Non-Res	MKT	100%	75,000	250,000	25,000	82	5	3.33	528	186,800	25,000	51	3	2.49	407
DT-OLB C	Non-Res	MKT	95%	75,000	230,000	25,000	64	4	3.07	490	185,313	25,000	51	3	2.47	405
DT-OLB C	Non-Res	MKT	90%	75,000	227,500	25,000	64	4	3.03	485	176,875	25,000	51	3	2.36	389
DT-OLB C	Non-Res	CODE	100%	90,000	290,400	25,000	64	4	3.23	604	227,500	25,000	51	3	2.53	485
DT-OLB C	Non-Res	CODE	95%	90,000	281,500	25,000	64	4	3.13	587	217,375	25,000	51	3	2.42	466
DT-OLB C	Non-Res	CODE	90%	90,000	268,000	25,000	64	4	2.98	562	207,250	25,000	51	3	2.30	446
DT-OLB C	Non-Res	CODE	85%	90,000	254,500	25,000	64	4	2.83	536	197,125	25,000	51	3	2.19	427
DT-OLB C	Non-Res	MKT	100%	90,000	295,000	25,000	82	5	3.28	613	213,600	25,000	51	3	2.37	458
DT-OLB C	Non-Res	MKT	95%	90,000	281,500	25,000	82	5	3.13	587	213,600	25,000	51	3	2.37	458
DT-OLB C	Non-Res	MKT	90%	90,000	256,800	25,000	64	4	2.85	540	207,250	25,000	51	3	2.30	446
DT-OLB C	Non-Res	CODE	100%	105,000	340,000	25,000	82	5	3.24	699	261,250	25,000	64	4	2.49	549
DT-OLB C	Non-Res	CODE	95%	105,000	324,250	25,000	82	5	3.09	669	240,000	25,000	51	3	2.29	509
DT-OLB C	Non-Res	CODE	90%	105,000	300,000	25,000	64	4	2.86	623	237,625	25,000	51	3	2.26	504
DT-OLB C	Non-Res	CODE	85%	105,000	292,750	25,000	64	4	2.79	609	225,813	25,000	51	3	2.15	482
DT-OLB C	Non-Res	MKT	100%	105,000	309,600	25,000	82	5	2.95	641	261,250	25,000	64	4	2.49	549
DT-OLB C	Non-Res	MKT	95%	105,000	309,600	25,000	82	5	2.95	641	249,438	25,000	64	4	2.38	526
DT-OLB C	Non-Res	MKT	90%	105,000	308,500	25,000	82	5	2.94	639	223,200	25,000	51	3	2.13	477
DT-OLB C	Res	CODE	100%	25,000	82,500	7,500	66	6	3.30	120	61,875	5,625	56	5	2.48	90
DT-OLB C	Res	CODE	95%	25,000	78,375	7,125	66	6	3.14	114	58,781	5,344	56	5	2.35	86
DT-OLB C	Res	CODE	90%	25,000	74,250	6,750	66	6	2.97	108	55,688	5,063	56	5	2.23	81
DT-OLB C	Res	CODE	85%	25,000	70,125	6,375	66	6	2.81	102	9,781	4,781	46	4	0.39	25
DT-OLB C	Res	MKT	100%	25,000	76,500	7,500	66	6	3.06	113	58,625	5,625	56	5	2.35	86
DT-OLB C	Res	MKT	95%	25,000	76,125	7,125	66	6	3.05	111	58,344	5,344	56	5	2.33	85
DT-OLB C	Res	MKT	90%	25,000	74,250	6,750	66	6	2.97	108	55,688	5,063	56	5	2.23	81
DT-OLB C	Res	CODE	100%	45,000	118,500	13,500	80	7	2.63	180	111,375	10,125	80	7	2.48	162
DT-OLB C	Res	CODE	95%	45,000	117,825	12,825	80	7	2.62	177	105,806	9,619	80	7	2.35	154
DT-OLB C	Res	CODE	90%	45,000	113,650	12,150	80	7	2.53	170	100,238	9,113	80	7	2.23	146
DT-OLB C	Res	CODE	85%	45,000	116,475	11,475	80	7	2.59	172	93,606	8,606	66	6	2.08	136
DT-OLB C	Res	MKT	100%	45,000	98,500	13,500	80	7	2.19	156	95,125	10,125	80	7	2.11	143
DT-OLB C	Res	MKT	95%	45,000	97,825	12,825	80	7	2.17	153	94,619	9,619	80	7	2.10	140
DT-OLB C	Res	MKT	90%	45,000	97,150	12,150	80	7	2.16	151	94,113	9,113	80	7	2.09	138
DT-OLB C	Res	CODE	100%	60,000	198,000	18,000	80	7	3.30	288	118,500	13,500	80	7	1.98	180
DT-OLB C	Res	CODE	95%	60,000	182,100	17,100	66	6	3.04	266	117,825	12,825	80	7	1.96	177

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB C	Non-Res	MKT	100%	60,000	190,000	25,000	64	4	3.17	414	158,400	25,000	51	3	2.64	353
DT-OLB C	Non-Res	MKT	95%	60,000	181,750	25,000	64	4	3.03	398	158,400	25,000	51	3	2.64	353
DT-OLB C	Non-Res	MKT	90%	60,000	158,400	25,000	51	3	2.64	353	158,400	25,000	51	3	2.64	353
DT-OLB C	Non-Res	CODE	100%	75,000	231,250	25,000	64	4	3.08	492	203,600	25,000	51	3	2.71	439
DT-OLB C	Non-Res	CODE	95%	75,000	203,600	25,000	51	3	2.71	439	203,125	25,000	51	3	2.71	438
DT-OLB C	Non-Res	CODE	90%	75,000	203,600	25,000	51	3	2.71	439	193,750	25,000	51	3	2.58	421
DT-OLB C	Non-Res	CODE	85%	75,000	200,313	25,000	51	3	2.67	433	184,375	25,000	51	3	2.46	403
DT-OLB C	Non-Res	MKT	100%	75,000	230,000	25,000	64	4	3.07	490	212,500	25,000	64	4	2.83	456
DT-OLB C	Non-Res	MKT	95%	75,000	220,938	25,000	64	4	2.95	472	186,800	25,000	51	3	2.49	407
DT-OLB C	Non-Res	MKT	90%	75,000	210,625	25,000	64	4	2.81	453	186,800	25,000	51	3	2.49	407
DT-OLB C	Non-Res	CODE	100%	90,000	272,500	25,000	64	4	3.03	570	250,000	25,000	64	4	2.78	528
DT-OLB C	Non-Res	CODE	95%	90,000	260,125	25,000	64	4	2.89	547	230,400	25,000	51	3	2.56	490
DT-OLB C	Non-Res	CODE	90%	90,000	230,400	25,000	51	3	2.56	490	227,500	25,000	51	3	2.53	485
DT-OLB C	Non-Res	CODE	85%	90,000	230,400	25,000	51	3	2.56	490	216,250	25,000	51	3	2.40	463
DT-OLB C	Non-Res	MKT	100%	90,000	256,800	25,000	64	4	2.85	540	250,000	25,000	64	4	2.78	528
DT-OLB C	Non-Res	MKT	95%	90,000	256,800	25,000	64	4	2.85	540	238,750	25,000	64	4	2.65	506
DT-OLB C	Non-Res	MKT	90%	90,000	247,750	25,000	64	4	2.75	523	213,600	25,000	51	3	2.37	458
DT-OLB C	Non-Res	CODE	100%	105,000	300,000	25,000	64	4	2.86	623	287,500	25,000	64	4	2.74	599
DT-OLB C	Non-Res	CODE	95%	105,000	299,313	25,000	64	4	2.85	621	274,375	25,000	64	4	2.61	574
DT-OLB C	Non-Res	CODE	90%	105,000	284,875	25,000	64	4	2.71	594	261,250	25,000	64	4	2.49	549
DT-OLB C	Non-Res	CODE	85%	105,000	270,438	25,000	64	4	2.58	566	240,000	25,000	51	3	2.29	509
DT-OLB C	Non-Res	MKT	100%	105,000	309,600	25,000	82	5	2.95	641	287,500	25,000	82	5	2.74	599
DT-OLB C	Non-Res	MKT	95%	105,000	299,313	25,000	82	5	2.85	621	266,400	25,000	64	4	2.54	559
DT-OLB C	Non-Res	MKT	90%	105,000	284,875	25,000	82	5	2.71	594	261,250	25,000	64	4	2.49	549
DT-OLB C	Res	CODE	100%	25,000	75,625	6,875	66	6	3.03	110	63,810	6,250	56	5	2.55	94
DT-OLB C	Res	CODE	95%	25,000	71,844	6,531	66	6	2.87	105	63,498	5,938	56	5	2.54	93
DT-OLB C	Res	CODE	90%	25,000	63,748	6,188	56	5	2.55	94	61,875	5,625	56	5	2.48	90
DT-OLB C	Res	CODE	85%	25,000	63,404	5,844	56	5	2.54	92	58,438	5,313	56	5	2.34	85
DT-OLB C	Res	MKT	100%	25,000	75,625	6,875	66	6	3.03	110	68,750	6,250	66	6	2.75	100
DT-OLB C	Res	MKT	95%	25,000	71,844	6,531	66	6	2.87	105	58,938	5,938	56	5	2.36	87
DT-OLB C	Res	MKT	90%	25,000	68,063	6,188	66	6	2.72	99	58,625	5,625	56	5	2.35	86
DT-OLB C	Res	CODE	100%	45,000	116,125	12,375	80	7	2.58	174	116,250	11,250	80	7	2.58	171
DT-OLB C	Res	CODE	95%	45,000	109,319	11,756	80	7	2.43	164	115,688	10,688	80	7	2.57	169
DT-OLB C	Res	CODE	90%	45,000	116,138	11,138	80	7	2.58	171	111,375	10,125	80	7	2.48	162
DT-OLB C	Res	CODE	85%	45,000	115,519	10,519	80	7	2.57	168	105,188	9,563	80	7	2.34	153
DT-OLB C	Res	MKT	100%	45,000	97,375	12,375	80	7	2.16	152	96,250	11,250	80	7	2.14	147
DT-OLB C	Res	MKT	95%	45,000	96,756	11,756	80	7	2.15	149	95,688	10,688	80	7	2.13	145
DT-OLB C	Res	MKT	90%	45,000	96,138	11,138	80	7	2.14	147	95,125	10,125	80	7	2.11	143
DT-OLB C	Res	CODE	100%	60,000	181,500	16,500	66	6	3.03	264	165,000	15,000	66	6	2.75	240
DT-OLB C	Res	CODE	95%	60,000	172,425	15,675	66	6	2.87	251	119,250	14,250	80	7	1.99	183

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB C	Non-Res	MKT	100%	60,000	385,000	25,000	253	18	6.42	784
DT-OLB C	Non-Res	MKT	95%	60,000	367,000	25,000	240	17	6.12	750
DT-OLB C	Non-Res	MKT	90%	60,000	349,000	25,000	227	16	5.82	716
DT-OLB C	Non-Res	CODE	100%	75,000	468,000	25,000	313	21	6.24	942
DT-OLB C	Non-Res	CODE	95%	75,000	450,000	25,000	301	20	6.00	908
DT-OLB C	Non-Res	CODE	90%	75,000	430,000	25,000	275	19	5.73	870
DT-OLB C	Non-Res	CODE	85%	75,000	407,500	25,000	253	18	5.43	827
DT-OLB C	Non-Res	MKT	100%	75,000	475,000	25,000	339	23	6.33	955
DT-OLB C	Non-Res	MKT	95%	75,000	452,500	25,000	326	22	6.03	912
DT-OLB C	Non-Res	MKT	90%	75,000	424,800	25,000	301	20	5.66	860
DT-OLB C	Non-Res	CODE	100%	90,000	558,000	25,000	377	26	6.20	1,113
DT-OLB C	Non-Res	CODE	95%	90,000	538,000	25,000	365	25	5.98	1,075
DT-OLB C	Non-Res	CODE	90%	90,000	504,000	25,000	339	23	5.60	1,010
DT-OLB C	Non-Res	CODE	85%	90,000	484,000	25,000	326	22	5.38	972
DT-OLB C	Non-Res	MKT	100%	90,000	565,000	25,000	403	28	6.28	1,126
DT-OLB C	Non-Res	MKT	95%	90,000	532,800	25,000	377	26	5.92	1,065
DT-OLB C	Non-Res	MKT	90%	90,000	511,000	25,000	365	25	5.68	1,023
DT-OLB C	Non-Res	CODE	100%	105,000	594,000	25,000	403	28	5.66	1,181
DT-OLB C	Non-Res	CODE	95%	105,000	594,000	25,000	403	28	5.66	1,181
DT-OLB C	Non-Res	CODE	90%	105,000	592,000	25,000	403	28	5.64	1,177
DT-OLB C	Non-Res	CODE	85%	105,000	558,000	25,000	377	26	5.31	1,113
DT-OLB C	Non-Res	MKT	100%	105,000	568,800	25,000	403	28	5.42	1,133
DT-OLB C	Non-Res	MKT	95%	105,000	568,800	25,000	403	28	5.42	1,133
DT-OLB C	Non-Res	MKT	90%	105,000	568,800	25,000	403	28	5.42	1,133
DT-OLB C	Res	CODE	100%	25,000	161,570	15,000	125	11	6.46	236
DT-OLB C	Res	CODE	95%	25,000	156,750	14,250	125	11	6.27	228
DT-OLB C	Res	CODE	90%	25,000	147,920	13,500	111	10	5.92	215
DT-OLB C	Res	CODE	85%	25,000	122,870	12,750	90	8	4.91	183
DT-OLB C	Res	MKT	100%	25,000	164,600	15,000	135	12	6.58	240
DT-OLB C	Res	MKT	95%	25,000	151,700	14,250	125	11	6.07	222
DT-OLB C	Res	MKT	90%	25,000	148,500	13,500	125	11	5.94	216
DT-OLB C	Res	CODE	100%	45,000	295,000	25,000	216	20	6.56	424
DT-OLB C	Res	CODE	95%	45,000	281,500	25,000	206	19	6.26	408
DT-OLB C	Res	CODE	90%	45,000	267,300	24,300	196	18	5.94	389
DT-OLB C	Res	CODE	85%	45,000	252,450	22,950	186	17	5.61	367
DT-OLB C	Res	MKT	100%	45,000	295,000	25,000	236	22	6.56	424
DT-OLB C	Res	MKT	95%	45,000	281,500	25,000	226	21	6.26	408
DT-OLB C	Res	MKT	90%	45,000	267,300	24,300	216	20	5.94	389
DT-OLB C	Res	CODE	100%	60,000	380,850	25,000	295	27	6.35	527
DT-OLB C	Res	CODE	95%	60,000	367,000	25,000	285	26	6.12	510

SUMMARY OF PROJECT PROTOTYPES

		Prototype		Parcel	CURRENT MAX ZONING						NEW BASE (LOW)					
					Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB C	Res	CODE	90%	60,000	178,200	16,200	66	6	2.97	259	113,650	12,150	80	7	1.89	170
DT-OLB C	Res	CODE	85%	60,000	168,300	15,300	66	6	2.81	245	116,475	11,475	80	7	1.94	172
DT-OLB C	Res	MKT	100%	60,000	183,000	18,000	80	7	3.05	270	98,500	13,500	80	7	1.64	156
DT-OLB C	Res	MKT	95%	60,000	182,100	17,100	80	7	3.04	266	97,825	12,825	80	7	1.63	153
DT-OLB C	Res	MKT	90%	60,000	178,200	16,200	80	7	2.97	259	97,150	12,150	80	7	1.62	151
DT-OLB C	Res	CODE	100%	75,000	207,500	22,500	80	7	2.77	312	181,875	16,875	66	6	2.43	266
DT-OLB C	Res	CODE	95%	75,000	226,375	21,375	80	7	3.02	332	176,344	16,031	66	6	2.35	257
DT-OLB C	Res	CODE	90%	75,000	222,750	20,250	80	7	2.97	324	167,063	15,188	66	6	2.23	243
DT-OLB C	Res	CODE	85%	75,000	210,375	19,125	80	7	2.81	306	119,344	14,344	80	7	1.59	183
DT-OLB C	Res	MKT	100%	75,000	187,500	22,500	80	7	2.50	288	181,875	16,875	80	7	2.43	266
DT-OLB C	Res	MKT	95%	75,000	186,375	21,375	80	7	2.49	284	176,344	16,031	80	7	2.35	257
DT-OLB C	Res	MKT	90%	75,000	185,250	20,250	80	7	2.47	279	167,063	15,188	80	7	2.23	243
DT-OLB C	Res	CODE	100%	90,000	230,000	25,000	80	7	2.56	346	222,750	20,250	80	7	2.48	324
DT-OLB C	Res	CODE	95%	90,000	230,000	25,000	80	7	2.56	346	211,613	19,238	80	7	2.35	308
DT-OLB C	Res	CODE	90%	90,000	227,300	24,300	80	7	2.53	341	200,475	18,225	80	7	2.23	292
DT-OLB C	Res	CODE	85%	90,000	212,450	22,950	80	7	2.36	319	182,213	17,213	66	6	2.02	267
DT-OLB C	Res	MKT	100%	90,000	190,000	25,000	80	7	2.11	298	185,250	20,250	80	7	2.06	279
DT-OLB C	Res	MKT	95%	90,000	190,000	25,000	80	7	2.11	298	184,238	19,238	80	7	2.05	275
DT-OLB C	Res	MKT	90%	90,000	189,300	24,300	80	7	2.10	295	183,225	18,225	80	7	2.04	271
DT-OLB C	Res	CODE	100%	105,000	330,000	25,000	80	7	3.14	466	219,875	23,625	80	7	2.09	330
DT-OLB C	Res	CODE	95%	105,000	324,250	25,000	80	7	3.09	459	227,444	22,444	80	7	2.17	336
DT-OLB C	Res	CODE	90%	105,000	230,000	25,000	80	7	2.19	346	226,263	21,263	80	7	2.15	331
DT-OLB C	Res	CODE	85%	105,000	230,000	25,000	80	7	2.19	346	220,894	20,081	80	7	2.10	321
DT-OLB C	Res	MKT	100%	105,000	270,000	25,000	80	7	2.57	394	188,625	23,625	80	7	1.80	293
DT-OLB C	Res	MKT	95%	105,000	270,000	25,000	80	7	2.57	394	187,444	22,444	80	7	1.79	288
DT-OLB C	Res	MKT	90%	105,000	190,000	25,000	80	7	1.81	298	186,263	21,263	80	7	1.77	283
DT-OLB S	Non-Res	CODE	100%	25,000	93,750	18,750	82	5	3.75	218	64,320	14,063	51	3	2.57	152
DT-OLB S	Non-Res	CODE	95%	25,000	81,840	17,813	64	4	3.27	193	64,320	13,359	51	3	2.57	150
DT-OLB S	Non-Res	CODE	90%	25,000	81,840	16,875	64	4	3.27	191	63,281	12,656	51	3	2.53	147
DT-OLB S	Non-Res	CODE	85%	25,000	79,688	15,938	64	4	3.19	185	59,766	11,953	51	3	2.39	139
DT-OLB S	Non-Res	MKT	100%	25,000	93,750	18,750	82	5	3.75	218	64,320	14,063	51	3	2.57	152
DT-OLB S	Non-Res	MKT	95%	25,000	81,840	17,813	64	4	3.27	193	64,320	13,359	51	3	2.57	150
DT-OLB S	Non-Res	MKT	90%	25,000	81,840	16,875	64	4	3.27	191	63,281	12,656	51	3	2.53	147
DT-OLB S	Non-Res	CODE	100%	45,000	160,000	25,000	82	5	3.56	357	126,250	25,000	64	4	2.81	292
DT-OLB S	Non-Res	CODE	95%	45,000	145,200	25,000	64	4	3.23	328	115,200	24,047	51	3	2.56	269
DT-OLB S	Non-Res	CODE	90%	45,000	145,200	25,000	64	4	3.23	328	113,906	22,781	51	3	2.53	264
DT-OLB S	Non-Res	CODE	85%	45,000	139,750	25,000	64	4	3.11	318	107,578	21,516	51	3	2.39	250
DT-OLB S	Non-Res	MKT	100%	45,000	150,000	25,000	82	5	3.33	338	126,250	25,000	64	4	2.81	292
DT-OLB S	Non-Res	MKT	95%	45,000	150,000	25,000	82	5	3.33	338	120,234	24,047	64	4	2.67	279
DT-OLB S	Non-Res	MKT	90%	45,000	146,500	25,000	82	5	3.26	331	106,800	22,781	51	3	2.37	251

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB C	Res	CODE	90%	60,000	163,350	14,850	66	6	2.72	238	118,500	13,500	80	7	1.98	180
DT-OLB C	Res	CODE	85%	60,000	119,025	14,025	80	7	1.98	182	117,750	12,750	80	7	1.96	177
DT-OLB C	Res	MKT	100%	60,000	181,500	16,500	80	7	3.03	264	165,000	15,000	80	7	2.75	240
DT-OLB C	Res	MKT	95%	60,000	172,425	15,675	80	7	2.87	251	99,250	14,250	80	7	1.65	159
DT-OLB C	Res	MKT	90%	60,000	163,350	14,850	80	7	2.72	238	98,500	13,500	80	7	1.64	156
DT-OLB C	Res	CODE	100%	75,000	225,625	20,625	80	7	3.01	329	206,250	18,750	80	7	2.75	300
DT-OLB C	Res	CODE	95%	75,000	215,531	19,594	80	7	2.87	314	195,938	17,813	80	7	2.61	285
DT-OLB C	Res	CODE	90%	75,000	204,188	18,563	80	7	2.72	297	181,875	16,875	66	6	2.43	266
DT-OLB C	Res	CODE	85%	75,000	182,531	17,531	66	6	2.43	268	175,313	15,938	66	6	2.34	255
DT-OLB C	Res	MKT	100%	75,000	185,625	20,625	80	7	2.48	281	183,750	18,750	80	7	2.45	273
DT-OLB C	Res	MKT	95%	75,000	184,594	19,594	80	7	2.46	276	182,813	17,813	80	7	2.44	269
DT-OLB C	Res	MKT	90%	75,000	183,563	18,563	80	7	2.45	272	181,875	16,875	80	7	2.43	266
DT-OLB C	Res	CODE	100%	90,000	229,750	24,750	80	7	2.55	345	207,500	22,500	80	7	2.31	312
DT-OLB C	Res	CODE	95%	90,000	218,638	23,513	80	7	2.43	328	226,375	21,375	80	7	2.52	332
DT-OLB C	Res	CODE	90%	90,000	227,275	22,275	80	7	2.53	335	222,750	20,250	80	7	2.48	324
DT-OLB C	Res	CODE	85%	90,000	226,038	21,038	80	7	2.51	330	210,375	19,125	80	7	2.34	306
DT-OLB C	Res	MKT	100%	90,000	189,750	24,750	80	7	2.11	297	187,500	22,500	80	7	2.08	288
DT-OLB C	Res	MKT	95%	90,000	188,513	23,513	80	7	2.09	292	186,375	21,375	80	7	2.07	284
DT-OLB C	Res	MKT	90%	90,000	187,275	22,275	80	7	2.08	287	185,250	20,250	80	7	2.06	279
DT-OLB C	Res	CODE	100%	105,000	230,000	25,000	80	7	2.19	346	230,000	25,000	80	7	2.19	346
DT-OLB C	Res	CODE	95%	105,000	230,000	25,000	80	7	2.19	346	229,938	24,938	80	7	2.19	346
DT-OLB C	Res	CODE	90%	105,000	230,000	25,000	80	7	2.19	346	219,875	23,625	80	7	2.09	330
DT-OLB C	Res	CODE	85%	105,000	229,544	24,544	80	7	2.19	344	227,313	22,313	80	7	2.16	335
DT-OLB C	Res	MKT	100%	105,000	190,000	25,000	80	7	1.81	298	190,000	25,000	80	7	1.81	298
DT-OLB C	Res	MKT	95%	105,000	190,000	25,000	80	7	1.81	298	189,938	24,938	80	7	1.81	298
DT-OLB C	Res	MKT	90%	105,000	190,000	25,000	80	7	1.81	298	188,625	23,625	80	7	1.80	293
DT-OLB S	Non-Res	CODE	100%	25,000	81,840	17,188	64	4	3.27	192	78,125	15,625	64	4	3.13	181
DT-OLB S	Non-Res	CODE	95%	25,000	81,641	16,328	64	4	3.27	189	74,219	14,844	64	4	2.97	172
DT-OLB S	Non-Res	CODE	90%	25,000	77,344	15,469	64	4	3.09	179	64,320	14,063	51	3	2.57	152
DT-OLB S	Non-Res	CODE	85%	25,000	64,320	14,609	51	3	2.57	153	64,320	13,281	51	3	2.57	150
DT-OLB S	Non-Res	MKT	100%	25,000	81,840	17,188	64	4	3.27	192	78,125	15,625	64	4	3.13	181
DT-OLB S	Non-Res	MKT	95%	25,000	81,641	16,328	64	4	3.27	189	74,219	14,844	64	4	2.97	172
DT-OLB S	Non-Res	MKT	90%	25,000	77,344	15,469	64	4	3.09	179	64,320	14,063	51	3	2.57	152
DT-OLB S	Non-Res	CODE	100%	45,000	145,200	25,000	64	4	3.23	328	137,500	25,000	64	4	3.06	314
DT-OLB S	Non-Res	CODE	95%	45,000	142,563	25,000	64	4	3.17	323	131,875	25,000	64	4	2.93	303
DT-OLB S	Non-Res	CODE	90%	45,000	136,375	25,000	64	4	3.03	312	126,250	25,000	64	4	2.81	292
DT-OLB S	Non-Res	CODE	85%	45,000	130,188	25,000	64	4	2.89	300	115,200	23,906	51	3	2.56	269
DT-OLB S	Non-Res	MKT	100%	45,000	148,750	25,000	82	5	3.31	335	137,500	25,000	82	5	3.06	314
DT-OLB S	Non-Res	MKT	95%	45,000	142,563	25,000	82	5	3.17	323	128,400	25,000	64	4	2.85	296
DT-OLB S	Non-Res	MKT	90%	45,000	128,400	25,000	64	4	2.85	296	126,250	25,000	64	4	2.81	292

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB C	Res	CODE	90%	60,000	344,400	25,000	264	24	5.74	483
DT-OLB C	Res	CODE	85%	60,000	331,000	25,000	254	23	5.52	467
DT-OLB C	Res	MKT	100%	60,000	381,150	25,000	315	29	6.35	527
DT-OLB C	Res	MKT	95%	60,000	367,000	25,000	305	28	6.12	510
DT-OLB C	Res	MKT	90%	60,000	344,700	25,000	285	26	5.75	484
DT-OLB C	Res	CODE	100%	75,000	475,000	25,000	386	35	6.33	640
DT-OLB C	Res	CODE	95%	75,000	452,500	25,000	366	33	6.03	613
DT-OLB C	Res	CODE	90%	75,000	429,450	25,000	346	31	5.73	585
DT-OLB C	Res	CODE	85%	75,000	405,150	25,000	315	29	5.40	556
DT-OLB C	Res	MKT	100%	75,000	466,200	25,000	397	36	6.22	629
DT-OLB C	Res	MKT	95%	75,000	441,900	25,000	376	34	5.89	600
DT-OLB C	Res	MKT	90%	75,000	417,600	25,000	356	32	5.57	571
DT-OLB C	Res	CODE	100%	90,000	502,350	25,000	407	37	5.58	673
DT-OLB C	Res	CODE	95%	90,000	502,350	25,000	407	37	5.58	673
DT-OLB C	Res	CODE	90%	90,000	502,350	25,000	407	37	5.58	673
DT-OLB C	Res	CODE	85%	90,000	478,050	25,000	386	35	5.31	644
DT-OLB C	Res	MKT	100%	90,000	478,350	25,000	407	37	5.32	644
DT-OLB C	Res	MKT	95%	90,000	478,350	25,000	407	37	5.32	644
DT-OLB C	Res	MKT	90%	90,000	478,350	25,000	407	37	5.32	644
DT-OLB C	Res	CODE	100%	105,000	502,350	25,000	407	37	4.78	673
DT-OLB C	Res	CODE	95%	105,000	502,350	25,000	407	37	4.78	673
DT-OLB C	Res	CODE	90%	105,000	502,350	25,000	407	37	4.78	673
DT-OLB C	Res	CODE	85%	105,000	502,350	25,000	407	37	4.78	673
DT-OLB C	Res	MKT	100%	105,000	478,350	25,000	407	37	4.56	644
DT-OLB C	Res	MKT	95%	105,000	478,350	25,000	407	37	4.56	644
DT-OLB C	Res	MKT	90%	105,000	478,350	25,000	407	37	4.56	644
DT-OLB S	Non-Res	CODE	100%	25,000	132,480	25,000	107	7	5.30	304
DT-OLB S	Non-Res	CODE	95%	25,000	126,230	25,000	107	7	5.05	292
DT-OLB S	Non-Res	CODE	90%	25,000	134,400	25,000	107	7	5.38	308
DT-OLB S	Non-Res	CODE	85%	25,000	131,250	25,000	107	7	5.25	302
DT-OLB S	Non-Res	MKT	100%	25,000	132,480	25,000	107	7	5.30	304
DT-OLB S	Non-Res	MKT	95%	25,000	126,230	25,000	107	7	5.05	292
DT-OLB S	Non-Res	MKT	90%	25,000	134,400	25,000	107	7	5.38	308
DT-OLB S	Non-Res	CODE	100%	45,000	229,200	25,000	120	8	5.09	488
DT-OLB S	Non-Res	CODE	95%	45,000	220,750	25,000	120	8	4.91	472
DT-OLB S	Non-Res	CODE	90%	45,000	209,500	25,000	107	7	4.66	451
DT-OLB S	Non-Res	CODE	85%	45,000	211,200	25,000	107	7	4.69	454
DT-OLB S	Non-Res	MKT	100%	45,000	250,000	25,000	163	11	5.56	528
DT-OLB S	Non-Res	MKT	95%	45,000	238,750	25,000	150	10	5.31	506
DT-OLB S	Non-Res	MKT	90%	45,000	204,000	25,000	120	8	4.53	440

SUMMARY OF PROJECT PROTOTYPES

		Prototype		Parcel	CURRENT MAX ZONING						NEW BASE (LOW)					
					Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB S	Non-Res	CODE	100%	60,000	205,000	25,000	64	4	3.42	442	160,000	25,000	51	3	2.67	357
DT-OLB S	Non-Res	CODE	95%	60,000	196,000	25,000	64	4	3.27	425	153,250	25,000	51	3	2.55	344
DT-OLB S	Non-Res	CODE	90%	60,000	175,200	25,000	51	3	2.92	385	146,500	25,000	51	3	2.44	331
DT-OLB S	Non-Res	CODE	85%	60,000	175,200	25,000	51	3	2.92	385	139,750	25,000	51	3	2.33	318
DT-OLB S	Non-Res	MKT	100%	60,000	201,600	25,000	64	4	3.36	436	158,400	25,000	51	3	2.64	353
DT-OLB S	Non-Res	MKT	95%	60,000	196,000	25,000	64	4	3.27	425	153,250	25,000	51	3	2.55	344
DT-OLB S	Non-Res	MKT	90%	60,000	187,000	25,000	64	4	3.12	408	146,500	25,000	51	3	2.44	331
DT-OLB S	Non-Res	CODE	100%	75,000	250,000	25,000	64	4	3.33	528	193,750	25,000	51	3	2.58	421
DT-OLB S	Non-Res	CODE	95%	75,000	238,750	25,000	64	4	3.18	506	185,313	25,000	51	3	2.47	405
DT-OLB S	Non-Res	CODE	90%	75,000	227,500	25,000	64	4	3.03	485	176,875	25,000	51	3	2.36	389
DT-OLB S	Non-Res	CODE	85%	75,000	203,600	25,000	51	3	2.71	439	168,438	25,000	51	3	2.25	373
DT-OLB S	Non-Res	MKT	100%	75,000	250,000	25,000	82	5	3.33	528	186,800	25,000	51	3	2.49	407
DT-OLB S	Non-Res	MKT	95%	75,000	230,000	25,000	64	4	3.07	490	185,313	25,000	51	3	2.47	405
DT-OLB S	Non-Res	MKT	90%	75,000	227,500	25,000	64	4	3.03	485	176,875	25,000	51	3	2.36	389
DT-OLB S	Non-Res	CODE	100%	90,000	290,400	25,000	64	4	3.23	604	227,500	25,000	51	3	2.53	485
DT-OLB S	Non-Res	CODE	95%	90,000	281,500	25,000	64	4	3.13	587	217,375	25,000	51	3	2.42	466
DT-OLB S	Non-Res	CODE	90%	90,000	268,000	25,000	64	4	2.98	562	207,250	25,000	51	3	2.30	446
DT-OLB S	Non-Res	CODE	85%	90,000	254,500	25,000	64	4	2.83	536	197,125	25,000	51	3	2.19	427
DT-OLB S	Non-Res	MKT	100%	90,000	295,000	25,000	82	5	3.28	613	213,600	25,000	51	3	2.37	458
DT-OLB S	Non-Res	MKT	95%	90,000	281,500	25,000	82	5	3.13	587	213,600	25,000	51	3	2.37	458
DT-OLB S	Non-Res	MKT	90%	90,000	256,800	25,000	64	4	2.85	540	207,250	25,000	51	3	2.30	446
DT-OLB S	Non-Res	CODE	100%	105,000	340,000	25,000	82	5	3.24	699	261,250	25,000	64	4	2.49	549
DT-OLB S	Non-Res	CODE	95%	105,000	324,250	25,000	82	5	3.09	669	240,000	25,000	51	3	2.29	509
DT-OLB S	Non-Res	CODE	90%	105,000	300,000	25,000	64	4	2.86	623	237,625	25,000	51	3	2.26	504
DT-OLB S	Non-Res	CODE	85%	105,000	292,750	25,000	64	4	2.79	609	225,813	25,000	51	3	2.15	482
DT-OLB S	Non-Res	MKT	100%	105,000	309,600	25,000	82	5	2.95	641	261,250	25,000	64	4	2.49	549
DT-OLB S	Non-Res	MKT	95%	105,000	309,600	25,000	82	5	2.95	641	249,438	25,000	64	4	2.38	526
DT-OLB S	Non-Res	MKT	90%	105,000	308,500	25,000	82	5	2.94	639	223,200	25,000	51	3	2.13	477
DT-OLB S	Res	CODE	100%	25,000	82,500	7,500	66	6	3.30	120	61,875	5,625	56	5	2.48	90
DT-OLB S	Res	CODE	95%	25,000	78,375	7,125	66	6	3.14	114	58,781	5,344	56	5	2.35	86
DT-OLB S	Res	CODE	90%	25,000	74,250	6,750	66	6	2.97	108	55,688	5,063	56	5	2.23	81
DT-OLB S	Res	CODE	85%	25,000	70,125	6,375	66	6	2.81	102	9,781	4,781	46	4	0.39	25
DT-OLB S	Res	MKT	100%	25,000	76,500	7,500	66	6	3.06	113	58,625	5,625	56	5	2.35	86
DT-OLB S	Res	MKT	95%	25,000	76,125	7,125	66	6	3.05	111	58,344	5,344	56	5	2.33	85
DT-OLB S	Res	MKT	90%	25,000	74,250	6,750	66	6	2.97	108	55,688	5,063	56	5	2.23	81
DT-OLB S	Res	CODE	100%	45,000	118,500	13,500	80	7	2.63	180	111,375	10,125	80	7	2.48	162
DT-OLB S	Res	CODE	95%	45,000	117,825	12,825	80	7	2.62	177	105,806	9,619	80	7	2.35	154
DT-OLB S	Res	CODE	90%	45,000	113,650	12,150	80	7	2.53	170	100,238	9,113	80	7	2.23	146
DT-OLB S	Res	CODE	85%	45,000	116,475	11,475	80	7	2.59	172	93,606	8,606	66	6	2.08	136
DT-OLB S	Res	MKT	100%	45,000	98,500	13,500	80	7	2.19	156	95,125	10,125	80	7	2.11	143

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB S	Non-Res	CODE	100%	60,000	175,200	25,000	51	3	2.92	385	175,000	25,000	51	3	2.92	385
DT-OLB S	Non-Res	CODE	95%	60,000	175,200	25,000	51	3	2.92	385	167,500	25,000	51	3	2.79	371
DT-OLB S	Non-Res	CODE	90%	60,000	173,500	25,000	51	3	2.89	382	160,000	25,000	51	3	2.67	357
DT-OLB S	Non-Res	CODE	85%	60,000	165,250	25,000	51	3	2.75	366	152,500	25,000	51	3	2.54	342
DT-OLB S	Non-Res	MKT	100%	60,000	190,000	25,000	64	4	3.17	414	158,400	25,000	51	3	2.64	353
DT-OLB S	Non-Res	MKT	95%	60,000	181,750	25,000	64	4	3.03	398	158,400	25,000	51	3	2.64	353
DT-OLB S	Non-Res	MKT	90%	60,000	158,400	25,000	51	3	2.64	353	158,400	25,000	51	3	2.64	353
DT-OLB S	Non-Res	CODE	100%	75,000	231,250	25,000	64	4	3.08	492	203,600	25,000	51	3	2.71	439
DT-OLB S	Non-Res	CODE	95%	75,000	203,600	25,000	51	3	2.71	439	203,125	25,000	51	3	2.71	438
DT-OLB S	Non-Res	CODE	90%	75,000	203,600	25,000	51	3	2.71	439	193,750	25,000	51	3	2.58	421
DT-OLB S	Non-Res	CODE	85%	75,000	200,313	25,000	51	3	2.67	433	184,375	25,000	51	3	2.46	403
DT-OLB S	Non-Res	MKT	100%	75,000	230,000	25,000	64	4	3.07	490	212,500	25,000	64	4	2.83	456
DT-OLB S	Non-Res	MKT	95%	75,000	220,938	25,000	64	4	2.95	472	186,800	25,000	51	3	2.49	407
DT-OLB S	Non-Res	MKT	90%	75,000	210,625	25,000	64	4	2.81	453	186,800	25,000	51	3	2.49	407
DT-OLB S	Non-Res	CODE	100%	90,000	272,500	25,000	64	4	3.03	570	250,000	25,000	64	4	2.78	528
DT-OLB S	Non-Res	CODE	95%	90,000	260,125	25,000	64	4	2.89	547	230,400	25,000	51	3	2.56	490
DT-OLB S	Non-Res	CODE	90%	90,000	230,400	25,000	51	3	2.56	490	227,500	25,000	51	3	2.53	485
DT-OLB S	Non-Res	CODE	85%	90,000	230,400	25,000	51	3	2.56	490	216,250	25,000	51	3	2.40	463
DT-OLB S	Non-Res	MKT	100%	90,000	256,800	25,000	64	4	2.85	540	250,000	25,000	64	4	2.78	528
DT-OLB S	Non-Res	MKT	95%	90,000	256,800	25,000	64	4	2.85	540	238,750	25,000	64	4	2.65	506
DT-OLB S	Non-Res	MKT	90%	90,000	247,750	25,000	64	4	2.75	523	213,600	25,000	51	3	2.37	458
DT-OLB S	Non-Res	CODE	100%	105,000	300,000	25,000	64	4	2.86	623	287,500	25,000	64	4	2.74	599
DT-OLB S	Non-Res	CODE	95%	105,000	299,313	25,000	64	4	2.85	621	274,375	25,000	64	4	2.61	574
DT-OLB S	Non-Res	CODE	90%	105,000	284,875	25,000	64	4	2.71	594	261,250	25,000	64	4	2.49	549
DT-OLB S	Non-Res	CODE	85%	105,000	270,438	25,000	64	4	2.58	566	240,000	25,000	51	3	2.29	509
DT-OLB S	Non-Res	MKT	100%	105,000	309,600	25,000	82	5	2.95	641	287,500	25,000	82	5	2.74	599
DT-OLB S	Non-Res	MKT	95%	105,000	299,313	25,000	82	5	2.85	621	266,400	25,000	64	4	2.54	559
DT-OLB S	Non-Res	MKT	90%	105,000	284,875	25,000	82	5	2.71	594	261,250	25,000	64	4	2.49	549
DT-OLB S	Res	CODE	100%	25,000	75,625	6,875	66	6	3.03	110	63,810	6,250	56	5	2.55	94
DT-OLB S	Res	CODE	95%	25,000	71,844	6,531	66	6	2.87	105	63,498	5,938	56	5	2.54	93
DT-OLB S	Res	CODE	90%	25,000	63,748	6,188	56	5	2.55	94	61,875	5,625	56	5	2.48	90
DT-OLB S	Res	CODE	85%	25,000	63,404	5,844	56	5	2.54	92	58,438	5,313	56	5	2.34	85
DT-OLB S	Res	MKT	100%	25,000	75,625	6,875	66	6	3.03	110	68,750	6,250	66	6	2.75	100
DT-OLB S	Res	MKT	95%	25,000	71,844	6,531	66	6	2.87	105	58,938	5,938	56	5	2.36	87
DT-OLB S	Res	MKT	90%	25,000	68,063	6,188	66	6	2.72	99	58,625	5,625	56	5	2.35	86
DT-OLB S	Res	CODE	100%	45,000	116,125	12,375	80	7	2.58	174	116,250	11,250	80	7	2.58	171
DT-OLB S	Res	CODE	95%	45,000	109,319	11,756	80	7	2.43	164	115,688	10,688	80	7	2.57	169
DT-OLB S	Res	CODE	90%	45,000	116,138	11,138	80	7	2.58	171	111,375	10,125	80	7	2.48	162
DT-OLB S	Res	CODE	85%	45,000	115,519	10,519	80	7	2.57	168	105,188	9,563	80	7	2.34	153
DT-OLB S	Res	MKT	100%	45,000	97,375	12,375	80	7	2.16	152	96,250	11,250	80	7	2.14	147

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB S	Non-Res	CODE	100%	60,000	324,000	25,000	189	13	5.40	668
DT-OLB S	Non-Res	CODE	95%	60,000	306,000	25,000	176	12	5.10	634
DT-OLB S	Non-Res	CODE	90%	60,000	288,000	25,000	163	11	4.80	600
DT-OLB S	Non-Res	CODE	85%	60,000	280,000	25,000	163	11	4.67	585
DT-OLB S	Non-Res	MKT	100%	60,000	316,800	25,000	201	14	5.28	654
DT-OLB S	Non-Res	MKT	95%	60,000	310,000	25,000	201	14	5.17	642
DT-OLB S	Non-Res	MKT	90%	60,000	295,000	25,000	189	13	4.92	613
DT-OLB S	Non-Res	CODE	100%	75,000	395,600	25,000	107	7	5.27	804
DT-OLB S	Non-Res	CODE	95%	75,000	381,250	25,000	107	7	5.08	777
DT-OLB S	Non-Res	CODE	90%	75,000	360,000	25,000	214	15	4.80	737
DT-OLB S	Non-Res	CODE	85%	75,000	342,000	25,000	201	14	4.56	702
DT-OLB S	Non-Res	MKT	100%	75,000	364,000	25,000	120	8	4.85	744
DT-OLB S	Non-Res	MKT	95%	75,000	345,200	25,000	107	7	4.60	708
DT-OLB S	Non-Res	MKT	90%	75,000	334,800	25,000	214	15	4.46	689
DT-OLB S	Non-Res	CODE	100%	90,000	422,400	25,000	107	7	4.69	855
DT-OLB S	Non-Res	CODE	95%	90,000	416,500	25,000	107	7	4.63	844
DT-OLB S	Non-Res	CODE	90%	90,000	422,400	25,000	107	7	4.69	855
DT-OLB S	Non-Res	CODE	85%	90,000	407,500	25,000	107	7	4.53	827
DT-OLB S	Non-Res	MKT	100%	90,000	475,000	25,000	150	10	5.28	955
DT-OLB S	Non-Res	MKT	95%	90,000	408,000	25,000	120	8	4.53	828
DT-OLB S	Non-Res	MKT	90%	90,000	394,000	25,000	120	8	4.38	801
DT-OLB S	Non-Res	CODE	100%	105,000	540,000	25,000	150	10	5.14	1,079
DT-OLB S	Non-Res	CODE	95%	105,000	523,750	25,000	150	10	4.99	1,048
DT-OLB S	Non-Res	CODE	90%	105,000	461,500	25,000	120	8	4.40	929
DT-OLB S	Non-Res	CODE	85%	105,000	432,000	25,000	107	7	4.11	873
DT-OLB S	Non-Res	MKT	100%	105,000	550,000	25,000	176	12	5.24	1,098
DT-OLB S	Non-Res	MKT	95%	105,000	523,750	25,000	163	11	4.99	1,048
DT-OLB S	Non-Res	MKT	90%	105,000	489,600	25,000	150	10	4.66	983
DT-OLB S	Res	CODE	100%	25,000	122,620	12,500	90	8	4.90	182
DT-OLB S	Res	CODE	95%	25,000	121,995	11,875	90	8	4.88	180
DT-OLB S	Res	CODE	90%	25,000	103,850	11,250	80	7	4.15	156
DT-OLB S	Res	CODE	85%	25,000	99,355	10,625	80	7	3.97	149
DT-OLB S	Res	MKT	100%	25,000	137,500	12,500	111	10	5.50	200
DT-OLB S	Res	MKT	95%	25,000	112,875	11,875	90	8	4.52	169
DT-OLB S	Res	MKT	90%	25,000	112,250	11,250	90	8	4.49	166
DT-OLB S	Res	CODE	100%	45,000	244,700	22,500	175	16	5.44	357
DT-OLB S	Res	CODE	95%	45,000	231,425	21,375	165	15	5.14	338
DT-OLB S	Res	CODE	90%	45,000	218,150	20,250	155	14	4.85	318
DT-OLB S	Res	CODE	85%	45,000	204,875	19,125	145	13	4.55	299
DT-OLB S	Res	MKT	100%	45,000	245,000	22,500	196	18	5.44	357

SUMMARY OF PROJECT PROTOTYPES					CURRENT MAX ZONING						NEW BASE (LOW)					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB S	Res	MKT	95%	45,000	97,825	12,825	80	7	2.17	153	94,619	9,619	80	7	2.10	140
DT-OLB S	Res	MKT	90%	45,000	97,150	12,150	80	7	2.16	151	94,113	9,113	80	7	2.09	138
DT-OLB S	Res	CODE	100%	60,000	198,000	18,000	80	7	3.30	288	118,500	13,500	80	7	1.98	180
DT-OLB S	Res	CODE	95%	60,000	182,100	17,100	66	6	3.04	266	117,825	12,825	80	7	1.96	177
DT-OLB S	Res	CODE	90%	60,000	178,200	16,200	66	6	2.97	259	113,650	12,150	80	7	1.89	170
DT-OLB S	Res	CODE	85%	60,000	168,300	15,300	66	6	2.81	245	116,475	11,475	80	7	1.94	172
DT-OLB S	Res	MKT	100%	60,000	183,000	18,000	80	7	3.05	270	98,500	13,500	80	7	1.64	156
DT-OLB S	Res	MKT	95%	60,000	182,100	17,100	80	7	3.04	266	97,825	12,825	80	7	1.63	153
DT-OLB S	Res	MKT	90%	60,000	178,200	16,200	80	7	2.97	259	97,150	12,150	80	7	1.62	151
DT-OLB S	Res	CODE	100%	75,000	207,500	22,500	80	7	2.77	312	181,875	16,875	66	6	2.43	266
DT-OLB S	Res	CODE	95%	75,000	226,375	21,375	80	7	3.02	332	176,344	16,031	66	6	2.35	257
DT-OLB S	Res	CODE	90%	75,000	222,750	20,250	80	7	2.97	324	167,063	15,188	66	6	2.23	243
DT-OLB S	Res	CODE	85%	75,000	210,375	19,125	80	7	2.81	306	119,344	14,344	80	7	1.59	183
DT-OLB S	Res	MKT	100%	75,000	187,500	22,500	80	7	2.50	288	181,875	16,875	80	7	2.43	266
DT-OLB S	Res	MKT	95%	75,000	186,375	21,375	80	7	2.49	284	176,344	16,031	80	7	2.35	257
DT-OLB S	Res	MKT	90%	75,000	185,250	20,250	80	7	2.47	279	167,063	15,188	80	7	2.23	243
DT-OLB S	Res	CODE	100%	90,000	230,000	25,000	80	7	2.56	346	222,750	20,250	80	7	2.48	324
DT-OLB S	Res	CODE	95%	90,000	230,000	25,000	80	7	2.56	346	211,613	19,238	80	7	2.35	308
DT-OLB S	Res	CODE	90%	90,000	227,300	24,300	80	7	2.53	341	200,475	18,225	80	7	2.23	292
DT-OLB S	Res	CODE	85%	90,000	212,450	22,950	80	7	2.36	319	182,213	17,213	66	6	2.02	267
DT-OLB S	Res	MKT	100%	90,000	190,000	25,000	80	7	2.11	298	185,250	20,250	80	7	2.06	279
DT-OLB S	Res	MKT	95%	90,000	190,000	25,000	80	7	2.11	298	184,238	19,238	80	7	2.05	275
DT-OLB S	Res	MKT	90%	90,000	189,300	24,300	80	7	2.10	295	183,225	18,225	80	7	2.04	271
DT-OLB S	Res	CODE	100%	105,000	330,000	25,000	80	7	3.14	466	219,875	23,625	80	7	2.09	330
DT-OLB S	Res	CODE	95%	105,000	324,250	25,000	80	7	3.09	459	227,444	22,444	80	7	2.17	336
DT-OLB S	Res	CODE	90%	105,000	230,000	25,000	80	7	2.19	346	226,263	21,263	80	7	2.15	331
DT-OLB S	Res	CODE	85%	105,000	230,000	25,000	80	7	2.19	346	220,894	20,081	80	7	2.10	321
DT-OLB S	Res	MKT	100%	105,000	270,000	25,000	80	7	2.57	394	188,625	23,625	80	7	1.80	293
DT-OLB S	Res	MKT	95%	105,000	270,000	25,000	80	7	2.57	394	187,444	22,444	80	7	1.79	288
DT-OLB S	Res	MKT	90%	105,000	190,000	25,000	80	7	1.81	298	186,263	21,263	80	7	1.77	283

SUMMARY OF PROJECT PROTOTYPES					NEW BASE (HIGH)						PRELIMINIMARY NEW BASE					
		Prototype		Parcel	Building GSF		Height		Built	Parking	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB S	Res	MKT	95%	45,000	96,756	11,756	80	7	2.15	149	95,688	10,688	80	7	2.13	145
DT-OLB S	Res	MKT	90%	45,000	96,138	11,138	80	7	2.14	147	95,125	10,125	80	7	2.11	143
DT-OLB S	Res	CODE	100%	60,000	181,500	16,500	66	6	3.03	264	165,000	15,000	66	6	2.75	240
DT-OLB S	Res	CODE	95%	60,000	172,425	15,675	66	6	2.87	251	119,250	14,250	80	7	1.99	183
DT-OLB S	Res	CODE	90%	60,000	163,350	14,850	66	6	2.72	238	118,500	13,500	80	7	1.98	180
DT-OLB S	Res	CODE	85%	60,000	119,025	14,025	80	7	1.98	182	117,750	12,750	80	7	1.96	177
DT-OLB S	Res	MKT	100%	60,000	181,500	16,500	80	7	3.03	264	165,000	15,000	80	7	2.75	240
DT-OLB S	Res	MKT	95%	60,000	172,425	15,675	80	7	2.87	251	99,250	14,250	80	7	1.65	159
DT-OLB S	Res	MKT	90%	60,000	163,350	14,850	80	7	2.72	238	98,500	13,500	80	7	1.64	156
DT-OLB S	Res	CODE	100%	75,000	225,625	20,625	80	7	3.01	329	206,250	18,750	80	7	2.75	300
DT-OLB S	Res	CODE	95%	75,000	215,531	19,594	80	7	2.87	314	195,938	17,813	80	7	2.61	285
DT-OLB S	Res	CODE	90%	75,000	204,188	18,563	80	7	2.72	297	181,875	16,875	66	6	2.43	266
DT-OLB S	Res	CODE	85%	75,000	182,531	17,531	66	6	2.43	268	175,313	15,938	66	6	2.34	255
DT-OLB S	Res	MKT	100%	75,000	185,625	20,625	80	7	2.48	281	183,750	18,750	80	7	2.45	273
DT-OLB S	Res	MKT	95%	75,000	184,594	19,594	80	7	2.46	276	182,813	17,813	80	7	2.44	269
DT-OLB S	Res	MKT	90%	75,000	183,563	18,563	80	7	2.45	272	181,875	16,875	80	7	2.43	266
DT-OLB S	Res	CODE	100%	90,000	229,750	24,750	80	7	2.55	345	207,500	22,500	80	7	2.31	312
DT-OLB S	Res	CODE	95%	90,000	218,638	23,513	80	7	2.43	328	226,375	21,375	80	7	2.52	332
DT-OLB S	Res	CODE	90%	90,000	227,275	22,275	80	7	2.53	335	222,750	20,250	80	7	2.48	324
DT-OLB S	Res	CODE	85%	90,000	226,038	21,038	80	7	2.51	330	210,375	19,125	80	7	2.34	306
DT-OLB S	Res	MKT	100%	90,000	189,750	24,750	80	7	2.11	297	187,500	22,500	80	7	2.08	288
DT-OLB S	Res	MKT	95%	90,000	188,513	23,513	80	7	2.09	292	186,375	21,375	80	7	2.07	284
DT-OLB S	Res	MKT	90%	90,000	187,275	22,275	80	7	2.08	287	185,250	20,250	80	7	2.06	279
DT-OLB S	Res	CODE	100%	105,000	230,000	25,000	80	7	2.19	346	230,000	25,000	80	7	2.19	346
DT-OLB S	Res	CODE	95%	105,000	230,000	25,000	80	7	2.19	346	229,938	24,938	80	7	2.19	346
DT-OLB S	Res	CODE	90%	105,000	230,000	25,000	80	7	2.19	346	219,875	23,625	80	7	2.09	330
DT-OLB S	Res	CODE	85%	105,000	229,544	24,544	80	7	2.19	344	227,313	22,313	80	7	2.16	335
DT-OLB S	Res	MKT	100%	105,000	190,000	25,000	80	7	1.81	298	190,000	25,000	80	7	1.81	298
DT-OLB S	Res	MKT	95%	105,000	190,000	25,000	80	7	1.81	298	189,938	24,938	80	7	1.81	298
DT-OLB S	Res	MKT	90%	105,000	190,000	25,000	80	7	1.81	298	188,625	23,625	80	7	1.80	293

SUMMARY OF PROJECT PROTOTYPES					NEW MAX ZONING					
		Prototype		Parcel	Building GSF		Height		Built	Parking
LU Zone	Use	Flr Plate	Intensity	Size	Total	Retail	Feet	Flrs	FAR	Stalls
DT-OLB S	Res	MKT	95%	45,000	231,725	21,375	186	17	5.15	338
DT-OLB S	Res	MKT	90%	45,000	218,450	20,250	175	16	4.85	319
DT-OLB S	Res	CODE	100%	60,000	307,950	25,000	226	21	5.13	440
DT-OLB S	Res	CODE	95%	60,000	307,950	25,000	226	21	5.13	440
DT-OLB S	Res	CODE	90%	60,000	295,000	25,000	216	20	4.92	424
DT-OLB S	Res	CODE	85%	60,000	280,000	25,000	206	19	4.67	406
DT-OLB S	Res	MKT	100%	60,000	283,950	25,000	226	21	4.73	411
DT-OLB S	Res	MKT	95%	60,000	283,950	25,000	226	21	4.73	411
DT-OLB S	Res	MKT	90%	60,000	283,950	25,000	226	21	4.73	411
DT-OLB S	Res	CODE	100%	75,000	391,500	25,000	145	13	5.22	540
DT-OLB S	Res	CODE	95%	75,000	307,950	25,000	226	21	4.11	440
DT-OLB S	Res	CODE	90%	75,000	307,950	25,000	226	21	4.11	440
DT-OLB S	Res	CODE	85%	75,000	307,950	25,000	226	21	4.11	440
DT-OLB S	Res	MKT	100%	75,000	392,100	25,000	165	15	5.23	541
DT-OLB S	Res	MKT	95%	75,000	283,950	25,000	226	21	3.79	411
DT-OLB S	Res	MKT	90%	75,000	283,950	25,000	226	21	3.79	411
DT-OLB S	Res	CODE	100%	90,000	464,400	25,000	175	16	5.16	627
DT-OLB S	Res	CODE	95%	90,000	452,500	25,000	175	16	5.03	613
DT-OLB S	Res	CODE	90%	90,000	430,000	25,000	165	15	4.78	586
DT-OLB S	Res	CODE	85%	90,000	407,500	25,000	155	14	4.53	559
DT-OLB S	Res	MKT	100%	90,000	465,000	25,000	196	18	5.17	628
DT-OLB S	Res	MKT	95%	90,000	440,700	25,000	186	17	4.90	599
DT-OLB S	Res	MKT	90%	90,000	416,400	25,000	175	16	4.63	570
DT-OLB S	Res	CODE	100%	105,000	550,000	25,000	216	20	5.24	730
DT-OLB S	Res	CODE	95%	105,000	513,000	25,000	196	18	4.89	686
DT-OLB S	Res	CODE	90%	105,000	488,700	25,000	186	17	4.65	656
DT-OLB S	Res	CODE	85%	105,000	464,400	25,000	175	16	4.42	627
DT-OLB S	Res	MKT	100%	105,000	537,900	25,000	226	21	5.12	715
DT-OLB S	Res	MKT	95%	105,000	513,600	25,000	216	20	4.89	686
DT-OLB S	Res	MKT	90%	105,000	489,300	25,000	206	19	4.66	657

City of Bellevue

Technical Assistance Panel

January 25, 2017

Urban Land Northwest Institute

Panelists

Al Levine, *Adjunct Faculty, Runstad Center UW CBE - TAP Chair*

Susan Busch, *Runberg Architecture Group*

Julie Currier, *Unico Properties*

Jerry Johnson, *Johnson Economics*

Rick Krochalis, *formerly USDOT*

Tom Parsons, *Holland Partner Group*

Craig Ratchford, *Vitus*

Support Team

Kelly Mann, *ULI Northwest*
Eric Sanford, *ULI Northwest*
Victoria Oestreich, *ULI Northwest*
Clair Enlow, *Freelance Writer*

Introduction

The City of Bellevue is to be commended for comprehensively addressing the opportunities created by updating the Downtown Incentive Zoning Ordinances.

Bellevue - Then and Now

1981

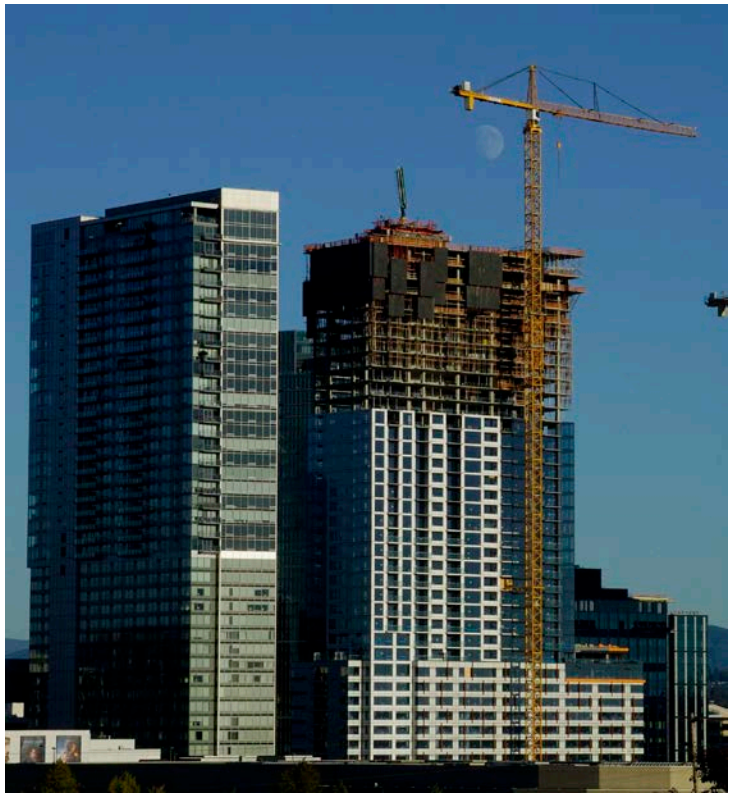
Today

Overall Observations

Given the variety of constraints, City staff has met the objectives of revising the downtown zoning incentives.

No plan is perfect or will satisfy all stakeholders.

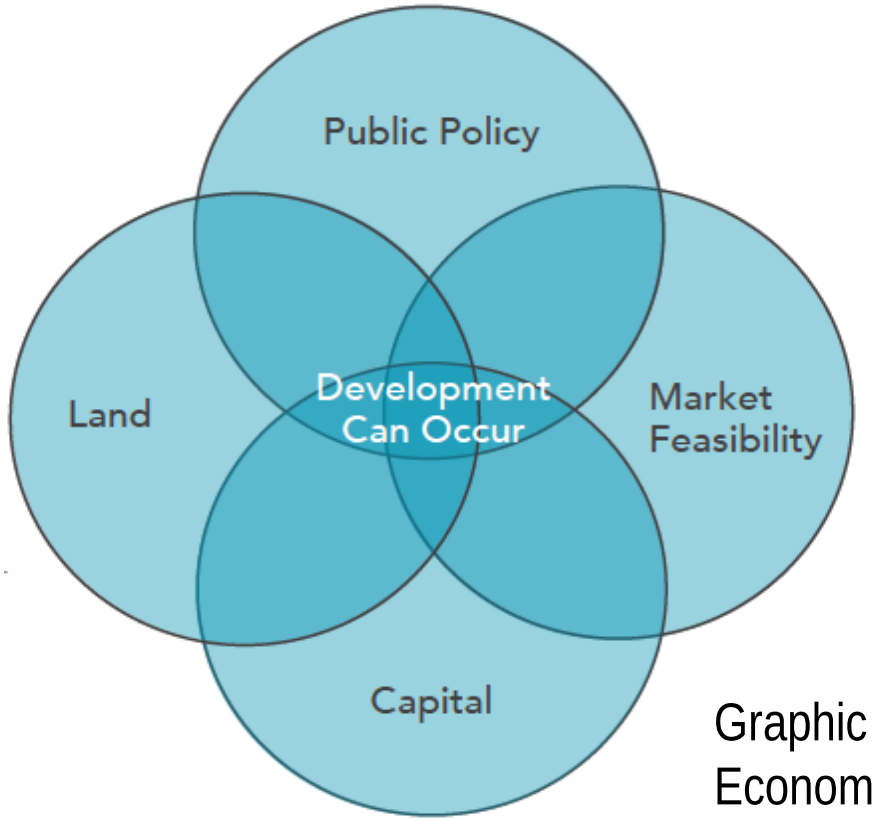
We recommend regular updates to the code going forward to ensure the incentives are current.



What We Heard

- Recognize that incentive zoning is one piece of the broader land use code
- No “downzoning” or loss of residual land value
- Protect the adjacent single family areas
- “Wedding cake” approach to downtown height
- Provide a meaningful increase in allowable FAR and height through incentives
- Incentivize public realm & infrastructure
- Existing zoning designations could be simplified if the above principles remain in place
- Sensitivity to overall increases in downtown density

Drivers of Successful Economic Development



Graphic from ULI Study "The Economics of Inclusionary Zoning" (2016)

Berk Model

- Model represents a complex approach to evaluating the issue
- Used appropriate testing protocols, although the approach has inherent limitations
- Reached reasonable conclusions under favorable market conditions, but not historical financial metrics
- Measures a moment in time; many key variables can change, modifying the reasonableness of the results
- Zoning ordinance must recognize changing economic factors that could easily undermine the goals of the incentive zoning ordinance

BERK
STRATEGY ▪ ANALYSIS ▪ COMMUNICATIONS

Question 1: Consistency with Directives

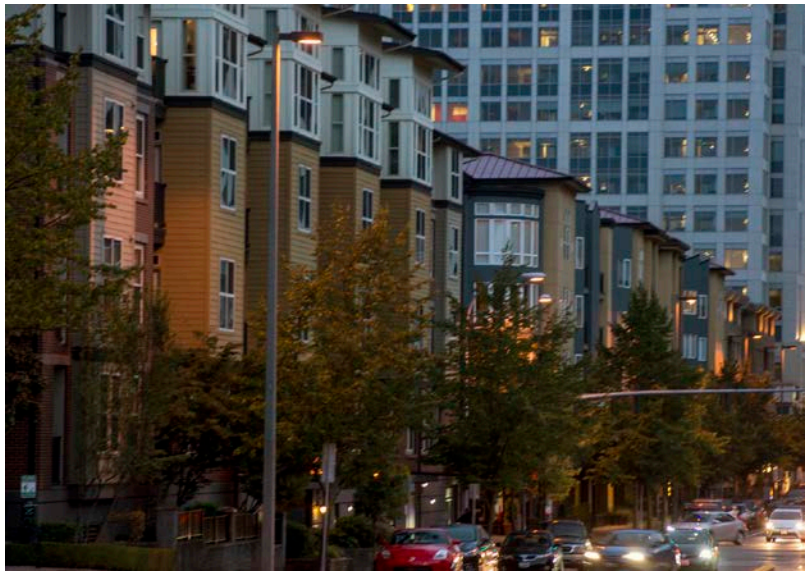
Is the overall approach to update the incentive system consistent with stated Council principles and best practices?

- Yes, but:
  - It's not clear that this will simplify the incentive zoning system
  - The cost of increased height may conflict with what market can support
  - Existing zoning categories and other factors limit ability to optimize best practices
  - Adjustments to new market conditions for retail, parking/traffic, and floor plates are limited
  - Does not currently address affordable housing
  - Designing for livability must integrate all aspects of the code including transportation and urban design frameworks

Question 2: Property Value Impact

Are the recommended new base (as-of-right) floor area ratios (FARs) adequately adjusted upward to maintain existing property values; i.e. will not be perceived as a downzone?

- Yes, based on current economic assumptions in the Berk report



Question 3: Bonus System

Will the additional FAR and/or height available under the proposed bonus system really act as an incentive; i.e. really will add value when compared to the new base?

- Whether it will generate value and/or people will take advantage of it will depend on key variables:
  - The nature of the proposed project
  - Size of the parcel and the underlying zoning, FAR, and height limits
  - The location
  - Where we are in the market cycle
  - Details of the payment in lieu vs. building the amenity

Question 4: Exchange Rates

Does the approach to valuing the new "exchange rates" – dollar value of FAR or height earned – to go from the new base zoning to the new maximums seem reasonable? These exchange rates will later be converted into bonus ratios for desired amenities.

- Yes, depending on how the bonus is applied and the valuation of the amenities
  - It is important to calibrate exchange rates regularly to address changing market cycles
  - City needs to maintain the return on the amenity in the initial model
  - Some amenities will be more desirable to developers and could impact public realm choices
  - Proposed public realm improvements should be consistent with City urban design framework

Question 5: Parking Impact

Will removing structured parking as a bonused amenity likely impact the amount of above vs. below grade parking and the amount of parking provided for an individual project?

- No, the amount of parking built will be based on developer's analysis of market need and lender requirements
- We do recommend that the City make addressing parking minimums and maximums in downtown a priority, particularly near TOD area

Question 6: Residential Impact

Will removing residential space as a bonus amenity likely affect the overall amount of residential developed downtown?

- Yes, where in certain cases it will make office more attractive than residential
- We also recommend: align incentivized heights more closely to building code thresholds to allow developers to maximize residential efficiency

Supplemental Question: Value of Additional Height Options

We recommend:

- The City pursue Option 3 which incorporates height into the incentive zoning system
- Do not charge for extra height if you pay for bonus FAR
- Charge for extra height if you do not buy bonus FAR

Affordable Housing

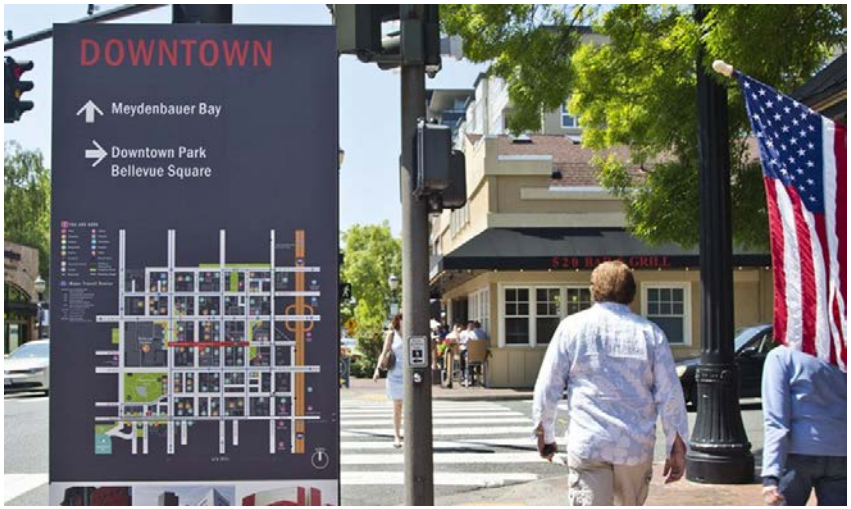
- Incentives have been deferred to broader city wide strategy
- Concurrent rollout of AH and incentive zoning would reduce developer uncertainty and enhance effectiveness of both programs

Light Rail Stations

- Zoning for “station area,” usually a quarter mile radius modified by topography and natural boundaries (i.e. I-405), should respond to station area rather than historical zoning boundaries
- Under the current proposal, parking minimums remain unchanged unless justified by a study approved by the City

Perceptions of Development Capacity

- The complexity of the task and the given constraints make it unavoidable that certain sites will benefit more from the proposed changes
- Given six interview panels representing some 15-20 property owners, the Panel has concluded that City goals in redesigning the incentive zoning system were met



Possible Unintended Consequences

- Developers could perceive new system increases development costs
- Learning curve for revised review and entitlement process could result in extended entitlement period and more cost
- Treatment of amenities are not clear until they are analyzed for value and prioritized to result in desired outcomes
- Addressing the definition of retail uses should be considered for today's market
- Small lots may still prove difficult to develop

Thank you!

Many thanks to:

- The City of Bellevue for presenting this exciting opportunity
- Our panelists for contributing their time, energy, and expertise
- Our volunteers and support team for keeping us on track and informed throughout this process

It could not have happened without each of you!

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DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: City of Bellevue, Planning and Community Development Department

LOCATION OF PROPOSAL: Downtown Subarea

DESCRIPTION OF PROPOSAL: The Downtown Livability Initiative Citizens' Advisory Committee issued a final report concluding that Downtown Bellevue's future competitive edge will depend on creating a livable, memorable, viable and accessible Downtown environment. To accomplish this, the proposed Downtown Livability Initiative examined building heights and urban form, refined urban design guidelines with a stronger focus on the pedestrian and street environment, and promoted other amenities that will serve the people who will live, work, and play in Downtown Bellevue in 2030. This proposal is the second set of Land Use Code amendments implementing the Downtown Livability Initiative which includes zoning, height and form, the amenity system, landscaping and design guidelines. The first set of Land Use Code amendments were the Early Win Amendments adopted by Ordinance No. 6277 on March 3, 2016.

FILE NUMBERS: 12-127731 AD, 15-123469 AD **PLANNER:** Matthews Jackson

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on .

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. Only persons who submitted written comments before the DNS was issued may appeal the decision. This DNS is only appealable as part of the City's action on the amendment to the Land Use Code. In order to comply with requirements of SEPA and the State of Washington Growth Management Act for coordination of hearings, any appeal of the SEPA threshold determination herein will be considered by the Growth Management Hearings Board along with an appeal of the City Council's action. For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-4188.

☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project): or if the DNS was procured by misrepresentation or lack of material disclosure.

Carol M Helland
Environmental Coordinator

2/16/2017
Date

OTHERS TO RECEIVE THIS DOCUMENT:

☒ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
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☒ Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
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☒ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

FEBRUARY 2017

DOWNTOWN LIVABILITY INITIATIVE
DOWNTOWN LAND USE CODE AMENDMENTS
DOWNTOWN TRANSPORTATION PLAN UPDATE

SEPA Expanded Environmental Checklist

CONTENTS

Introduction 1

1 SEPA Environmental Checklist Part A: Background 3

2 Summary 9
Proposal 9
Environmental Review 16

3 Proposal Overview 21
Description of the Proposal 21
Background 45
Planning Framework 51
Environmental Review 58
Public Outreach 63

4 SEPA Environmental Checklist Part B: Environmental Elements 69

5 SEPA Environmental Checklist Part D: Supplemental Sheet for Nonproject Actions 71
Supplemental City of Bellevue Questions 78

6 Environmental Issue Papers. 85
Introduction. 85
Building Height and Form 85
Amenity Incentive System. 102
Design Guidelines 118
Transportation 138

7 SEPA Environmental Checklist Part C: Signatures 157

Appendix 1 Draft Code Amendments A-1

INTRODUCTION

The City of Bellevue has prepared this expanded SEPA Environmental Checklist to study the potential environmental implications of a proposal that includes (1) adoption of amendments to the Downtown Master Transportation Plan and (2) adoption of code amendments to implement the City's Downtown Livability Initiative. It is intended that the City and public will use this environmental analysis to help shape decisions on the proposed update.

This environmental document has been prepared in a manner consistent with the requirements of the Washington State Environment Policy Act (SEPA). The standard Environmental Checklist form has been integrated with an expanded description and analysis of the proposal in order to support future decision-making. This is a GMA action and environmental review is being conducted in an integrated SEPA/GMA document. Environmental documentation contained in this document provides the basis for the City's threshold determination. The document is organized as follows:

1. **SEPA Environmental Checklist Part A: Background.** Part A provides background information on the proposal and proponent. Part A serves as a fact sheet, as established in WAC 197-11-235(3)(b).
2. **Summary.** Provides a brief overview of the information considered in this environmental document, including a short description of the proposal and findings of the environmental issue papers. This summary fulfills the requirement for an environmental summary established in WAC 197-11-235(3)(b).

3. **Proposal Overview.** Includes a description of the proposal, state and regional policy framework and environmental review process.
4. **SEPA Environmental Checklist Part B: Environmental Elements.** Includes a statement that Part B is not required to be completed in an integrated SEPA/GMA document.
5. **SEPA Environmental Checklist Part D: Supplemental Sheet for Nonproject Actions.** Contains the questions and responses to the SEPA Checklist Supplemental Sheet for Non-Project Actions.
6. **Environmental Issue Papers.** Includes four issue papers that correspond to comprehensive plan elements and discuss the potential implications of the proposed action.
7. **SEPA Environmental Checklist Part C: Signatures.** Contains the SEPA Checklist signature page.

1

SEPA Environmental Checklist Part A: Background

1. **Name of proposed project, if applicable:** City of Bellevue Downtown Livability Initiative and Downtown Transportation Master Plan Update

2. **Name of applicant:** City of Bellevue Planning and Community Development Department

3. **Address and phone number of applicant and contact person:**

   City of Bellevue
   Planning and Community Development Department
   450 110th Avenue NE
   Bellevue, WA 98009

   Contact: Emil King, Strategic Planning Manager
   (425) 452-7223

4. **Date checklist prepared:** September 2016–February 2017

5. **Agency requesting checklist:** City of Bellevue Development Services Department

6. **Proposed timing or schedule (including phasing, if applicable):**

   Downtown Livability Initiative. In spring 2013, the Bellevue City Council convened the Downtown Livability Advisory Committee and charged them to provide guidance to City staff in developing recommendations

to update the Downtown Land Use Code. At about that same time, the City began public outreach and engagement for the project, including open houses, focus group meetings, walking tours, community meetings, and ongoing public Citizen Advisory Committee meetings. Please see Chapter 3 (Proposal Overview) for additional discussion of public outreach and participation.

Downtown Transportation Plan Update. In the City of Bellevue 2011-2012 budget, the City Council approved capital and operating funding to support an update to the Downtown Transportation Plan, and directed the Transportation Commission to develop a comprehensive mobility strategy to support Downtown growth to 2030 and beyond. The Commission's task, as the City Council defined it, was to prepare a plan to provide mobility options for people to get around to, from and within Downtown Bellevue. The Transportation Commission began work on the Downtown Transportation Plan Update in 2012 and a set of recommendations was forwarded to the City Council in 2013.

The Planning Commission is expected to make a recommendation on the draft Land Use Code amendments to the City Council in April/May 2017. City Council action on the Land Use Code amendments is anticipated to occur in mid-2017.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   No.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

   An Environmental Checklist for the Downtown Livability Initiative code amendments was originally published on November 15, 2012. This checklist was used for the threshold determination/Determination of Non-significance, issued on November 12, 2015.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

On an ongoing basis, the City receives private and public proposals for land use and other actions that are within the area covered by the Land Use Code and Downtown Transportation Plan. These proposals are reviewed for consistency with adopted plans and policies and applicable regulations.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Bellevue City Council adoption
- Verification of GMA compliance by WA Department of Commerce
- Certification by Puget Sound Regional Council

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed action includes two major elements:

(1) An update of the Downtown Land Use Code consistent with the vision set forth in the existing Downtown Subarea Plan and by the Project Principles approved by the City Council on January 22, 2013 (Table 1). Major areas addressed in the amendments include:

a. Public open space
b. Pedestrian corridor
c. Design guidelines
d. Amenity incentive system
e. Station area planning
f. Building height and form
g. Downtown parking

Table 1 City Council Principles for Downtown Livability Initiative

Change	Principle
After several development cycles since the original Code adoption, it has become increasingly clear what is working and not working with development incentives.	**1** Refine the incentive system to develop the appropriate balance between private return on investment and public benefit.
Downtown Bellevue has experienced a massive influx of new residents. This has helped create long hoped-for urban qualities, but also led to increased frictions that occur in a dense, mixed use environment.	**2** Promote elements that make Downtown a great urban environment while also softening undesirable side effects on Downtown residents.
Downtown has seen a significant increase in pedestrians and street-level activity.	**3** Increase Downtown's liveliness, street presence, and the overall quality of the pedestrian environment.
Through new development, Downtown has an opportunity to create more memorable places, as well as a distinctive skyline.	**4** Promote a distinctive and memorable skyline that sets Downtown apart from other cities, and likewise create more memorable streets, public spaces, and opportunities for activities and events.
Environmental rules and strategies have evolved over the past decades since the Downtown Code was adopted.	**5** Encourage sustainability and green building innovation in Downtown development. Enable design that promotes water, resource, and energy conservation, and that advances ecological function and integrity.
Downtown is attracting a younger and more diverse demographic mix, of workers, visitors, and residents.	**6** Respond to Downtown's changing demographics by meeting the needs of a wide range of ages and backgrounds for an enlivening, safe and supportive environment.
As Downtown has become a more mature urban center, it is experiencing an increase in visitors and more interest in tourism.	**7** Promote elements that will create a great visitor experience and a more vital tourism sector for Downtown.
We live in an increasingly global economy, with flows of goods and services, capital and people transcending state and national boundaries.	**8** Strengthen Downtown's competitive position in the global and regional economy, while reinforcing local roots and local approaches.
Downtown's relationship with adjacent residential neighborhoods has evolved. It remains important to achieve a transition in building form and intensity between Downtown and adjacent residents, but nearby neighborhoods are also seeking the attractions that the city center brings.	**9** Maintain graceful transitions with adjoining residential neighborhoods, while integrating these neighborhoods through linkages to Downtown attractions.
The development arena is becoming increasingly competitive, as Downtown continues to seek quality investments that implement the Subarea Plan vision.	**10** Refine the Code to provide a good balance between predictability and flexibility, in the continuing effort to attract high quality development that is economically feasible and enhances value for all users.
As Downtown has matured and filled in, opportunities for quality development are becoming limited, and expectations have grown as to how each development contributes to the greater whole.	**11** Promote through each development an environment that is aesthetically beautiful and of high quality in design, form and materials; and that reinforces the identity and sense of place for Downtown and for distinct districts.
Bellevue's park and open space system has dramatically evolved, for example with acquisition and planning for Meydenbauer Bay Park, development of the Downtown Park, and the nearby Botanical Garden on Wilburton Hill.	**12** Advance the theme of "City in a Park" for Downtown, creating more green features, public open space, trees and landscaping; and promoting connections to the rest of the park and open space system.

(2) An update of the Downtown Transportation Plan, intended to develop a comprehensive future mobility strategy to support Downtown growth to 2030 and beyond, consistent with the Project Principles adopted by the City Council on February 6, 2012 (Table 2). Topics addressed in the recommended Downtown Transportation Plan include:

a. Roadways/vehicles
b. Transit
c. Pedestrians
d. Bicycles

Table 2 City Council Principles for Downtown Transportation Update

Principles	
1	Plan for multiple modes of travel within and to and from Downtown Bellevue.
2	Accommodate the anticipated travel demands from the 2030 land use forecast.
3	Advance the adopted vision for Downtown Bellevue.
4	Recognize changes in the regional and local transportation and land use environment.
5	Integrate City Council direction.
6	Provide for comprehensive public involvement.
7	Minimize traffic impacts on neighborhoods.
8	Involve regional transportation and planning partners.
9	Leverage funding from outside sources to implement projects.
10	Utilize measures of effectiveness to evaluate potential projects.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Downtown Bellevue is generally bounded by NE 12th Street on the north, 100th Avenue NE on the west, and I-405 on the east. The south boundary follows Main Street between I-405 and 108th Avenue NE and an irregular boundary the follows property lines south of Main Street between 108th Avenue NE and 100th Avenue NE. Please see Figure 1, Vicinity Map.

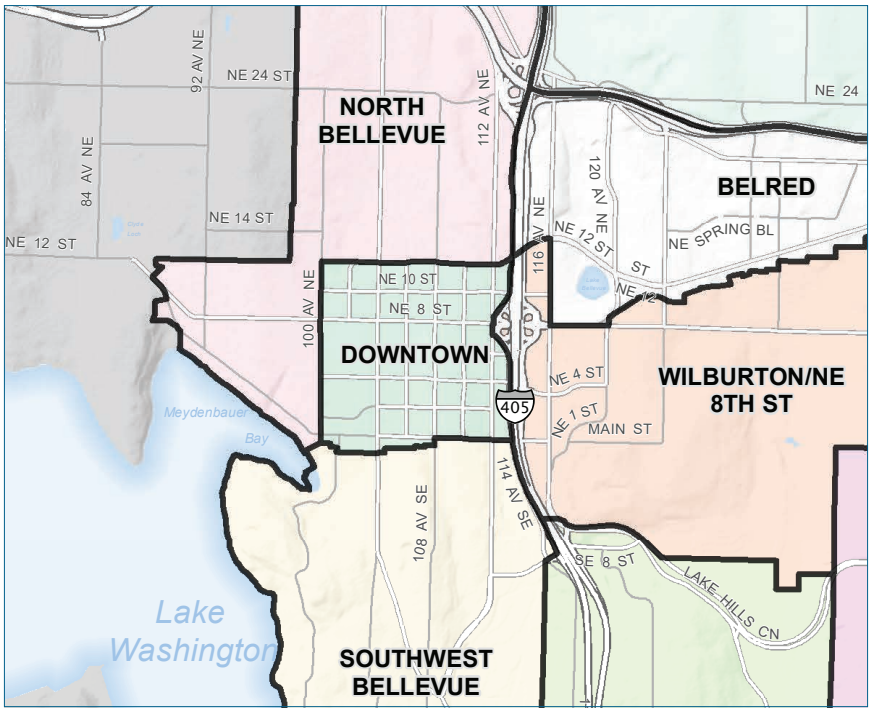


Figure 1 Vicinity Map

2

Summary

This chapter provides a brief overview of the information considered in this environmental document, including a short description of the proposal and findings of the environmental issue papers. Please consult the balance of this document for more information on these topics.

Proposal

The proposed action includes two major elements:

1. An update of the Downtown Land Use Code consistent with the vision set forth in the existing Downtown Subarea Plan and by the Project Principles approved by the City Council on January 22, 2013 (see Table 1 in Chapter 1).
2. An update of the Downtown Transportation Plan, intended to develop a comprehensive future mobility strategy to support Downtown growth to 2030 and beyond and consistent with the Project Principles approved by the City Council on February 6, 2012 (see Table 2 in Chapter 1). Topics addressed in the recommended Downtown Transportation Plan include:
   a. Roadways/vehicles
   b. Transit
   c. Pedestrians
   d. Bicycles

A short summary of the proposed amendments to the Downtown Land Use Code and the Downtown Transportation Plan is provided below. Please see Chapter 3 for a complete description of the proposal.

Downtown Land Use Code

Recommendations in the proposed Land Use Code are part of the Downtown Livability Initiative, a city initiative to make the Downtown more people-friendly, vibrant and memorable and to add to the amenities that make for a great city center. Specific objectives of the Downtown Livability Initiative include:

- Better 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
- Incorporate elements from Downtown Transportation Plan Update and East Link design work

The recommended land use code amendments in the proposal have been developed through an extensive public review process that began in early 2013 with the convening of the Downtown Livability Citizen Advisory Committee (CAC) and continued through Planning Commission review and recommendation of the proposed amendments. Major milestones along the way have included issuance of the CAC Final Report in 2014 and adoption of the Downtown Livability Initiative Early Wins Code Amendments in 2016. The current proposal would result in a comprehensive update of the Downtown Land Use Code and represents another major milestone in City's Downtown Livability Initiative.

Table 3 provides a short summary of changes proposed for each section of the recommended Downtown Land Use Code.

Table 3 Overview of Downtown Livability Recommended Land Use Code Amendments and Environmental Review

Topics	Proposed Change and Environmental Analysis
Section 20.25A.10 General	**Proposed Change:** Reorganization for ease of use and new titles and boundaries of overlay districts. **Environmental Analysis:** Proposed changes are primarily administrative and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.020 Definitions	**Proposed Change:** Reorganization of ease of use and updated definitions to support a consistent understanding of the terms used in the Downtown Land Use Code. **Environmental Analysis:** Proposed changes are primarily administrative and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.030 Application Review *Moved from 20.25A.010 & expanded*	**Proposed Change:** Establishes the regulatory framework for downtown development review and supports ease of use. **Environmental Analysis:** Proposed changes are primarily administrative and unlikely to result in direct impacts to the natural or built environment. One proposed amendment would provide a new administrative process to modify provisions of the Land Use Code. This amendment is further described and discussed in the Development Standards and Design Guidelines Issue Paper.
Section 20.25A.040 Nonconforming Uses, Structures and Sites *Moved from 20.25A.025*	**Proposed Change:** Correct internal references, streamline the review process for nonconforming use expansions and allow nonconforming structures that are destroyed to be rebuilt consistent with its nonconformity. **Environmental Analysis:** Proposed changes are primarily procedural and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.050 Land Use Charts *Moved from 20.25A.015* *Downtown Livability Initiative Early Win Code Amendments**	**Proposed Change:** The majority of amendments to the Land Use Charts were adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. In the current proposal, amendments include updated citations in the transportation and utilities use zone chart notes and a new residential note regarding the Senior Congregate Care Center use in the DNTN-O-2 zone. **Environmental Analysis:** These minor revisions are unlikely to result in direct impacts to the natural or built environment and are not further discussed as part of this SEPA review.
Section 20.25A.060 Dimensional Standards *Moved from 20.25A.020.A.2*	**Proposed Change:** Significant revisions with changes to the dimensional requirements in several of the downtown zones and perimeter overlay districts, and modifications to setbacks, stepbacks and height exceptions. **Environmental Analysis:** Potential environmental implications are discussed in the Building Height and Form Issue Paper (Chapter 6).

**Recommended Downtown Land Use Code may include revisions in addition to those in the Downtown Livability Initiative Early Wins Code Amendments.*

continued on following page

Table 3 Overview of Downtown Livability Recommended Land Use Code Amendments and Environmental Review (cont.)

Topics	Proposed Change and Environmental Analysis
Section 20.25A.070 FAR/Amenity Incentive System *Moved from 20.25A.030*	**Proposed Change:** Significant revisions with updates to the amenities and to the model for calculation of the exchange rate between amenities and bonus FAR and height. **Environmental Analysis:** Potential environmental implications are discussed in the Amenity Incentive System Issue Paper (Chapter 6).
Section 20.25A.080 Parking Standards *Moved from 20.25A.050*	**Proposed Change:** Proposed changes to parking standards would add visitor and bicycle parking requirements, increase parking structure entry height requirements to allow for accessible vans and allow flexibility to modify parking requirements based on parking studies. **Environmental Analysis:** These minor revisions are unlikely to result in direct impacts to the natural or built environment and are not further discussed as part of this SEPA review.
Section 20.25A.090 Street & Pedestrian Circulation Standards *Moved from 20.25A.060 and 20.25A.090.E* *Downtown Livability Initiative Early Win Code Amendments**	**Proposed Change:** Substantive changes would widen sidewalk widths; remaining proposed changes are primarily organizational and procedural. **Environmental Analysis:** These revisions are unlikely to result in direct impacts to the natural or built environment and are not discussed further as part of this SEPA review.
Section 20.25A.100 Downtown Pedestrian Bridges *Moved from 20.25A.130*	**Proposed Change:** Establishes the development agreement process [LUC 20.25A.030] as the review procedure for pedestrian bridge location and design plans. **Environmental Analysis:** This change is unlikely to result in direct impacts to the natural or built environment and is not discussed further as part of this SEPA review.
Section 20.25A.110 Landscape Development *Moved from 20.25A.060, 20.25A.040, and 20.25A.090.D.4* *Downtown Livability Initiative Early Win Code Amendments**	**Proposed Change:** Amendments were adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. In the current proposal, proposed changes would allow for flexibility in changing tree species if necessary and update the linear buffer standards. **Environmental Analysis:** These minor revisions are unlikely to result in direct impacts to the natural or built environment and are not discussed further as part of this SEPA review.
Section 20.25A.120 Green & Sustainability Factor *New Section*	**Proposed Change:** New section intended to contribute toward improved sustainability through the use of green and sustainable site development measures in the Downtown. All new development would be required to meet a minimum Green Sustainability Factor score that is equivalent to 30% of a parcel with green or sustainable elements. **Environmental Analysis:** The likely impact of this new section would be beneficial to the natural and built environment; no adverse impacts are anticipated. This section is not discussed further as part of this SEPA review.

**Recommended Downtown Land Use Code may include revisions in addition to those in the Downtown Livability Initiative Early Wins Code Amendments.*

Topics	Proposed Change and Environmental Analysis
Section 20.25A.130 Mechanical Equipment Screening & Location Standards *Moved from 20.25A.045* *Downtown Livability Initiative Early Win Code Amendments**	**Proposed Change:** Amendments were adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. **Environmental Analysis:** No significant changes are proposed as part of the current proposal and this section is not discussed further as part of this SEPA review.
Section 20.25A.135 Downtown Neighborhood Specific Standards *Moved from 20.25A.065 and 20.25A.070*	**Proposed Change:** The proposed changes are primarily organizational. **Environmental Analysis:** The proposal is unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.140 Downtown Design Guidelines Introduction *New Section*	**Proposed Change:** New sections provide guidance for the relationship of development sites to the surrounding area, organization of improvements within a development site, streetscape and public spaces, and tower design. **Environmental Analysis:** Potential environmental implications are discussed in the Design Guidelines Issue Paper (Chapter 6).
Section 20.25A.150 Context *New Section*	
Section 20.25A.160 Site Organization *New Section*	
Section 20.25A.170 Streetscape & Public Realm *New Section*	
Section 20.25A.180 Building Design (Base, Top, Middle) *New Section*	

**Recommended Downtown Land Use Code may include revisions in addition to those in the Downtown Livability Initiative Early Wins Code Amendments.*

Downtown Transportation Plan Update

In the City of Bellevue 2011-2012 budget, the City Council approved capital and operating funding to support an update to the Downtown Transportation Plan, and directed the Transportation Commission to develop a comprehensive multimodal mobility strategy to support Downtown growth to 2030, and beyond. The Commission recommendations for transportation system improvements will accommodate the motorized and non-motorized trips generated by a forecast increase of 28,000 jobs and 12,000 residents—representing approximately 75 percent of the planned employment growth in the city, and over 50 percent of the planned residential growth between 2010 and 2030.

To accommodate this growth in a manner that would balance the needs of people using multiple transportation modes, the City began a process to update the Downtown Transportation Plan (DTP) in 2012. A separate but related land use planning process known as the Downtown Livability Initiative was begun in 2013. The Downtown Transportation Plan and the Downtown Livability Initiative address some of the same concerns, such as mobility and access, but each focuses on different aspects of these needs. Their mutual goal is to achieve a downtown that is easy to get around using multiple transportation modes and is accommodating to residents, workers, and visitors alike.

The Downtown Transportation Plan focuses on improvements to roadways/vehicles, transit, pedestrians and bicycles.

Vehicles and Roadways

The Downtown Transportation Plan (DTP) focuses on the following components of mobility for people in vehicles on Downtown roadways:

- **Downtown access:** roadway network within Downtown
- **Regional and neighborhood access:** connections to and from Downtown
- **Roadway capacity:** roadway function in terms of vehicular delay at intersections and travel time
- **Traffic flow/efficiency:** using technology to manage traffic flow and add system capacity
- **Parking and curbside uses:** including parcel freight loading/unloading, passenger drop-off/pick-up, taxi stands and electric vehicle charging stations

Transit

In consideration that Bellevue does not operate a transit system, but the City does own, operate and maintain the roadways and intersections upon which transit relies, the DTP focuses on the following four transit system components:

- Transit coverage
- Transit capacity
- Transit speed and reliability
- Transit passenger comfort, access and information

Pedestrians

The DTP addressed four components of the pedestrian environment:

- Intersections
- Mid-block crossings
- Sidewalks
- Through-block connections

Bicycles

The City completed a Pedestrian and Bicycle Transportation Plan in 2009, which identified citywide priority bicycle corridors. North-south corridors are on 108th Avenue NE and 112th Avenue NE/114th Avenue NE, and east-west corridors are on Main Street and 112th Avenue NE. The DTP identifies the recommended bicycle facilities intended to provide bicycle access throughout he Downtown.

Environmental Review

The purpose of this environmental document is to assist the public and decision-makers in considering the environmental impacts of the 2015 Comprehensive Plan update on the built and natural environment.

SEPA/GMA Integration

WAC 197-11-210 authorizes GMA jurisdictions to integrate the requirements of the SEPA and GMA. The goal is to ensure that environmental analysis under SEPA occurs as an integral part of the planning and decision-making process under GMA. Analysis of environmental impacts in the GMA planning process can result in better-informed GMA planning decision as well as avoid delays and duplication.

WAC 197-11-228 states that the appropriate scope and level of detail of environmental review should be tailored to the GMA action under consideration; jurisdictions may modify SEPA phased review as necessary to track the phasing of GMA actions; and the process of integrating SEPA and GMA should begin at the early stages of plan development.

The City of Bellevue has elected to follow an integrated SEPA/GMA process for the Downtown Livability Initiative SEPA document.

Non-Project Environmental Analysis

The State Environmental Policy Act (SEPA) (RCW 43.21C) requires government officials to consider the environmental consequences of actions they are about to take and seek better or less impacting ways to accomplish those proposed actions. The adoption of comprehensive plans or other long-range planning activities is classified by SEPA as a non-project, or programmatic, action. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans or programs. SEPA establishes that environmental analysis for a non-project proposal may discuss potential impacts at a level of detail appropriate to the scope and level of planning for the proposal. This environmental document analyzes potential environmental impacts as appropriate to the general nature of this non-project proposal.

Summary of Environmental Implications

The issue papers contained in Chapter 6 document the environmental analysis of proposed amendments to all applicable sections of the Downtown Land Use Code and Downtown Transportation Plan. Each issue paper provides background information, a review of existing and proposed policy or regulatory changes, and an analysis of potential environmental implications associated with proposed new or amended policies or recommendations. The recommended Downtown Land Use Code and the corresponding issue papers, if applicable, are shown in Table 3. The Transportation Issue Paper addresses proposed changes to the Downtown Transportation Plan.

A summary table that highlights key issues and related SEPA implications is shown at the beginning of each issue paper. Table 4 on the following page is a compilation of these summary tables. For additional information on each of these topics, please consult Chapter 6.

Table 4 Summary of Key Issues and Environmental Implications

Key Issues	Environmental Implications
Building Height and Form	
Views	Taller buildings could partially obstruct or block some existing views of surrounding mountains, water, the downtown Seattle skyline and the sky from some buildings, open spaces or sidewalks. The degree of change in potential view impacts relative to existing building height would depend on specific locations, design and orientation of future buildings. Neither the current or proposed codes protect private views. Taller high-rise buildings would also increase view opportunities, and could also increase the prominence, variety and attractiveness of Bellevue's skyline.
Sun and Shadow	High-rise buildings can cast or increase shadows on adjacent parks, publically accessible open spaces and pedestrian corridors. Potential impacts are addressed in draft design guidelines and would require mitigation through project design.
Wind	High-rise buildings can channel and accelerate wind conditions at ground level, resulting in discomfort for pedestrians. Potential impacts are addressed in draft design guidelines and would be mitigated for specific projects.
Light and Glare	Lighting of buildings and sites can spill over and effect adjacent sites. Reflective building surfaces and glazing can generate glare to drivers, pedestrians, and building occupants. Potential impacts are addressed in draft design guidelines and would require mitigation through project design.
Amenity Incentive System	
Amenity List	Overall, the proposed amenity incentive system is likely to result in a beneficial or neutral impact on the environment. Individual amenities would encourage pedestrian mobility, increased open space, new community and cultural facilities, and sustainability certification, all of which are associated with beneficial impacts.
Incentive System	The incentive system itself would not generate direct adverse or beneficial environmental impacts. However, it could indirectly result in increased development of amenities and more intensive development in taller and larger buildings in the Downtown. These potential impacts are discussed in other sections of the Amenity Incentive System Issue Paper. No significant adverse environmental impacts are anticipated.
Building Height and Form	Implementation of the Amenity Incentive System would result in increased building height and FAR in applicable downtown zoning districts. Please see the discussion of potential impacts associated with increased height and FAR in the Building Height and Form Issue Paper.

Key Issues	Environmental Implications
Design Guidelines	
Downtown Design Guidelines	Overall, environmental impacts of the proposed design guidelines are likely to be beneficial or neutral. Proposed guidelines would protect and enhance the aesthetics through architectural design measures; promote the character and usability of open space through open space design measures; continue to enhance pedestrian mobility and a pedestrian-friendly environment in the Downtown; and seek to minimize negative visual and operational impacts of on-site service uses and parking circulation. Compared to the existing code, the proposed code provides relatively less guidance for protection of view corridors from public places. It is anticipated that the City's substantive authority under SEPA, consistent with existing Comprehensive Plan and Downtown Subarea Plan policies would continue to be used to protect valued public views where appropriate during project-level review.
Design Departure Process	If adopted, this new procedural process would not result in direct environmental impacts. The potential for indirect impacts could be positive, neutral or negative depending on the nature of the application and findings of the review process. The potential impacts of a proposed departure from standards or guidelines would be evaluated as part of the project-level SEPA review and appropriate mitigation, if needed, could be applied.
Transportation	
Vehicles and Roadways	Average vehicle delay will increase in the PM peak hour compared to existing conditions, but there will be less of an increase with adoption of the proposed Land Use Code Amendments and no significant environmental implications are anticipated. Recommended changes in on-street parking and curbside load zones would provide additional parking supply and vehicle-based services to support Downtown residents and businesses. Potential impacts on traffic and non-motorized uses would be addressed on a project-specific basis and related project-level environmental review.
Transit	Recommended improvements in transit coverage, capacity, speed and reliability would improve Downtown mobility and encourage transit ridership. Potential impacts, if any, on non-transit traffic would be addressed in future corridor studies and associated environmental review.
Pedestrians	Recommended pedestrian facility improvements would enhance Downtown pedestrian mobility. Potential benefits to pedestrians and impacts to traffic flow of mid-block crossings would be assessed on a project-specific basis and related project-level environmental review.
Bicycles	Recommended bicycle facility improvements would enhance Downtown bicycle mobility. Bicycle-specific improvements, such as sharrows, protected lanes and green lanes would enhance access and safety for bicyclists, but could impact traffic operations on roadways where they are implemented. Impacts would be assessed through corridor studies or on a project-specific basis and associated environmental review.

3

Proposal Overview

This chapter provides a description of the proposal, a review of the planning and policy framework that guides the proposal and an overview of the guidance for the SEPA environmental review process.

Description of the Proposal

The proposed action includes two major elements:

1. An update of the Downtown Land Use Code consistent with the vision set forth in the existing Downtown Subarea Plan and by the Project Principles approved by the City Council on January 22, 2013 (see Table 1 in Chapter 1).
2. An update of the Downtown Transportation Plan, intended to develop a comprehensive future mobility strategy to support Downtown growth to 2030 and beyond and consistent with the Project Principles approved by the City Council on February 6, 2012 (see Table 2 in Chapter 1). Topics addressed in the recommended Downtown Transportation Plan include:
   a. Roadways/vehicles
   b. Transit
   c. Pedestrians
   d. Bicycles

A description of the proposed amendments to the Downtown Land Use Code and the Downtown Transportation Plan is provided below.

Land Use Code Amendments

The proposed Land Use Code action consists of a set of targeted and integrated code amendments addressing a range of topics. The recommendations are part of the Downtown Livability Initiative, a city initiative to make the Downtown more people-friendly, vibrant and memorable and to add to the amenities that make for a great city center. See the Background and Planning Framework discussion in this section for additional context on the Downtown Livability Initiative.

The full proposed code amendment package is shown in Appendix 1 and summarized below.

Section 20.25A.010 General

This new introductory section has been re-organized for ease of use and amended as discussed below.

A. Part A establishes that LUC Part 20.25A applies to development and activity within the Downtown land use districts. It also describes how this section relates to other regulations and what sections of the Land Use Code are not applicable in Downtown.

B. Part B describes the purpose and organization of Part 20.25A, including land use district classifications, perimeter overlay districts, neighborhood design districts, right-of-way designations, and major pedestrian corridor.

- **Land Use District Classifications** describes the classifications applied to each parcel of land in Downtown that determine uses, dimensional requirements, and requirements for participation in the amenity incentive system. No substantive changes land use district classifications are proposed (see Figure 2).
- **Perimeter Overlay Districts** would amend the existing Perimeter Design Districts currently described in LUC Section 20.25A.090. The existing Perimeter Design District is composed of three subdistricts (A through C) and is intended to establish a stable development program for the

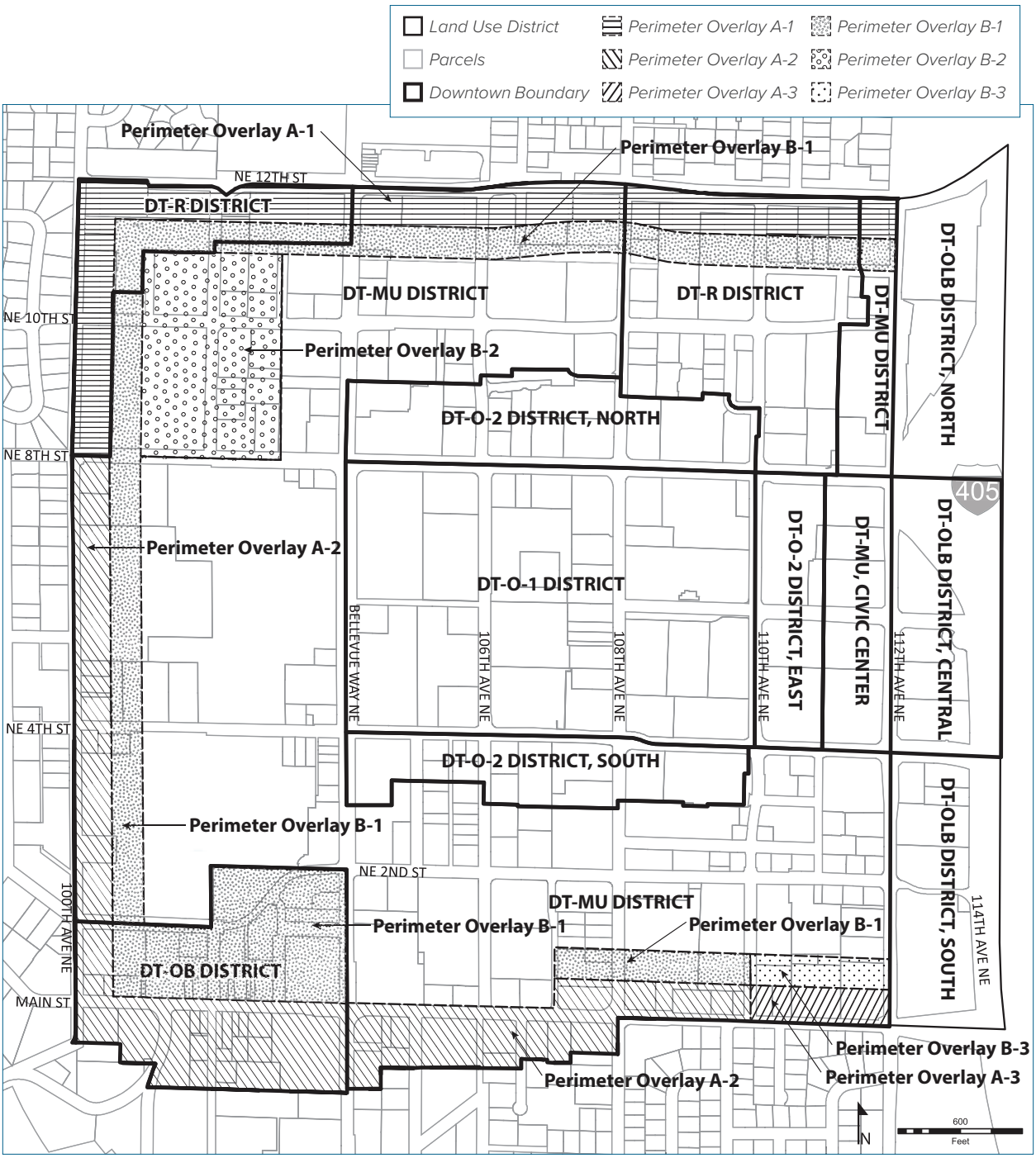


Figure 2 Land Use Classifications and Perimeter Overlay Districts

Source: City of Bellevue

perimeter between the Downtown and adjacent residential neighborhoods. The proposed Perimeter Overlay Districts would retain this same purpose, but would make the following changes:

» Consolidate the area covered by existing Districts A–C into two districts, as shown in Figure 2,
» Change the district name and make minor changes to internal district boundaries, and
» Amend and reorganize district requirements.

- **Neighborhood Design Districts.** Consistent with the designations and guidance in the Downtown Subarea Plan of the Comprehensive Plan, Neighborhood Design Districts are proposed. Neighborhood Design Districts are intended to create a series of distinct mixed use neighborhoods that reinforce their unique identities, see Figure 3.
  » Northwest Village
  » City Center North
  » Ashwood
  » Eastside Center (Bellevue Square, City Center and Convention Civic)
  » Old Bellevue
  » City Center South
  » East Main
- **Right-of-Way Designations.** Proposed new right-of-way designations would provide design guidelines for Downtown streets organized by streetscape type. Proposed new designations create a hierarchy of rights-of-way reflecting the intensity of pedestrian activity, listed below. Category "A" rights-of-way would have the highest expected amount of pedestrian activity and Category "E" rights-of-way the least amount of pedestrian activity.
  A. Pedestrian Corridor/High Streets
  B. Commercial Streets
  C. Mixed Streets
  D. Neighborhood Streets
  E. Perimeter Streets

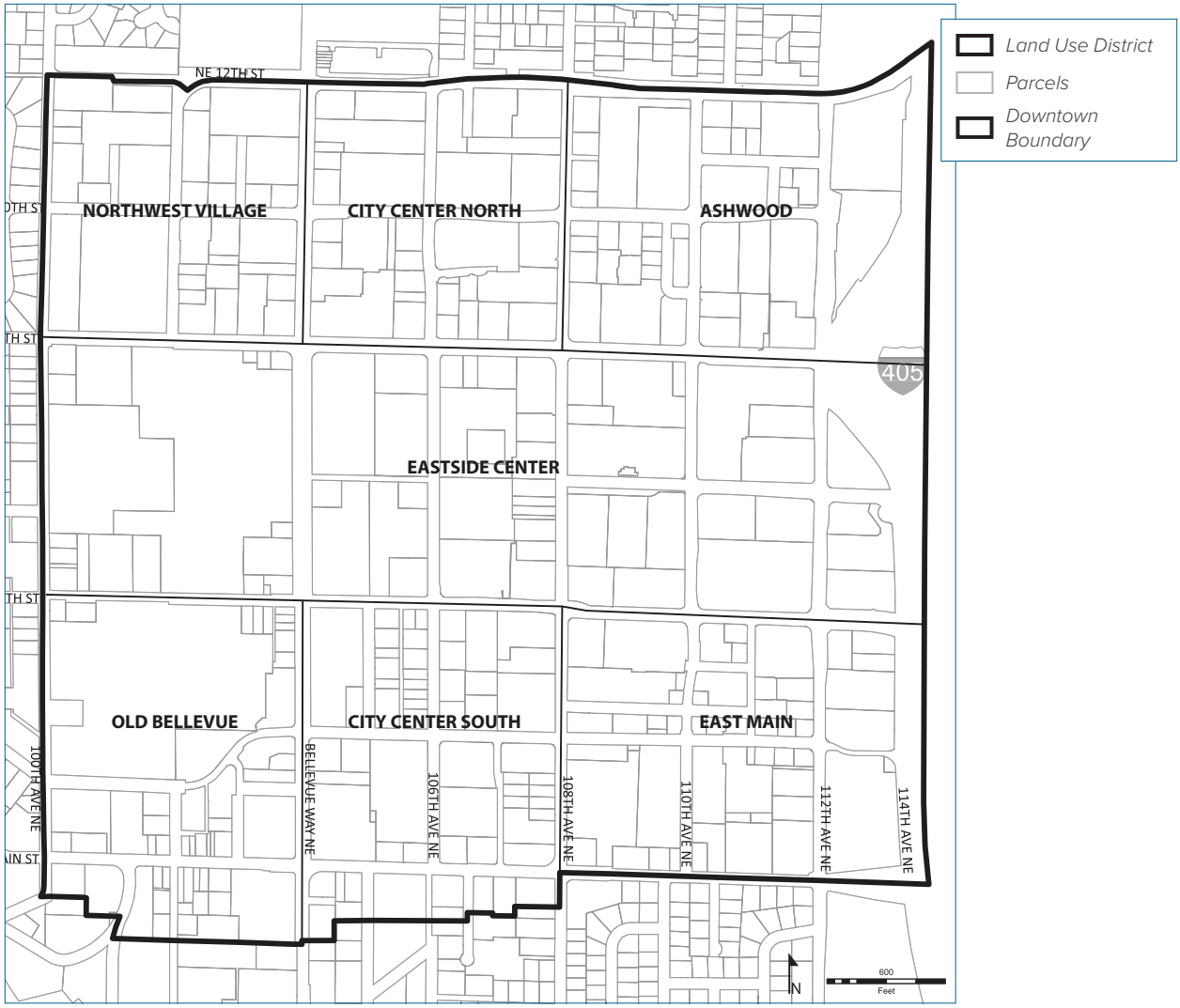


Figure 3 Neighborhood Design Districts

Source: City of Bellevue

Proposed right-of-way designations are shown in Figure 4 and standards for these streets are described in proposed LUC Section 20.25A.170.

- **Pedestrian Corridor.** An extension of the Pedestrian Corridor from 102nd Avenue NE east to 112th Avenue NE was adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. No additional change is proposed to the definition of the Pedestrian Corridor is proposed.

Section 20.25A.020 Definitions

- Proposed new section establishing definitions specific to Downtown, as well as referencing other general definitions not specifically applicable to Downtown.

Section 20.25A.030 Application Review

- Moved from 20.25A.010 and expanded.
- Proposed amendments describe the regulatory framework for downtown development review, including master development plan and design review procedures, and administrative procedures to allow concurrent review of administrative land use permits.
- Proposed amendments include a new administrative process to modify provisions of the Land Use Code when strict application of regulations would not fully achieve the vision for livability articulated in the Comprehensive Plan and Downtown Subarea Plan (LUC 20.25A.030.D). This proposed change is further described and discussed in Chapter 6, Design Guidelines Issue Paper.

Section 20.25A.040 Nonconforming Uses, Structures and Sites

- Moved from 20.25A.025
- Proposed amendments would correct internal references, streamline and simplify the review process for nonconforming use expansions, and allow nonconforming structures that are destroyed to be rebuilt consistent with its nonconformity.

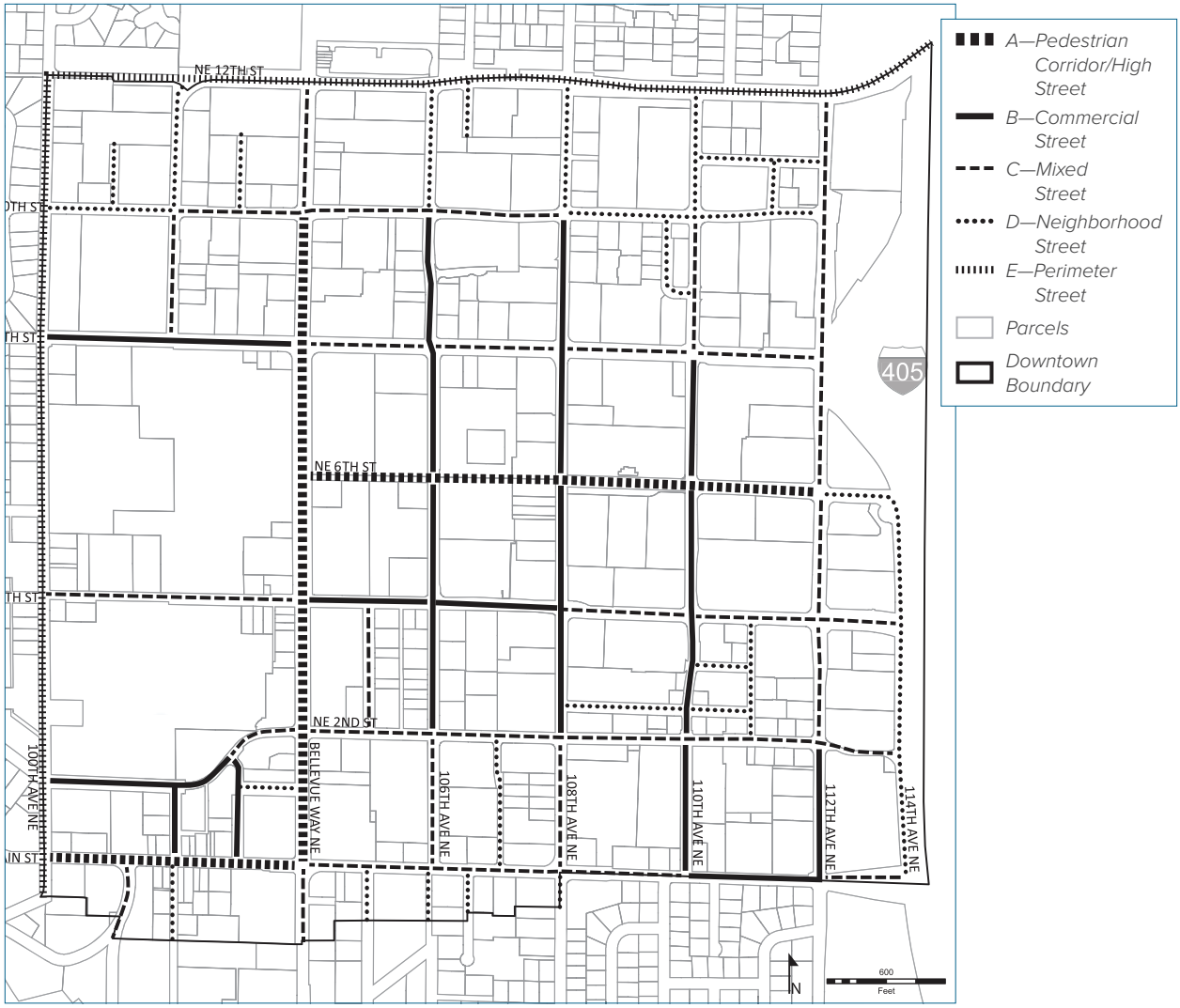


Figure 4 Proposed Right-of-Way Designations

Source: City of Bellevue

Section 20.25A.050 Downtown Land Use Charts

- Moved from 20.25A.015
- Minor amendments include updated citations in the transportation and utilities use zone chart notes and a new residential use zone chart note regarding the Senior Congregate Care Center use in the DNTN-O-2 zone.

Section 20.25A.060 Dimensional Charts

- Moved from 20.25A.020.A.2
- The proposed amendments would change dimensional requirements in several of the downtown zones and Perimeter Overlay Districts, and provide for modifications to setbacks and stepbacks and height exceptions. See Chapter 6, Building Height and Form Issue Paper, for a summary and discussion of proposed changes to dimensional standards.

Section 20.25A.070 FAR/Amenity Incentive System

- Moved from 20.25A.030
- Proposed changes to the amenities that could be provided in order to receive bonus FAR and height.
- Proposed changes to the model for calculating the exchange rate between amenities and the amount of bonus FAR and height that accrue to a development.
- See Chapter 6, Amenity Incentive System Issue Paper, for a summary and discussion of proposed changes.

Section 20.25A.080 Parking Standards

- Moved from 20.25A.050
- Proposed amendments include:
  - » Delete outdated references.
  - » Amend to require screening from above for parking structures.
  - » Added authority for Director to increase or reduce required parking based on parking demand studies
  - » Increase the vehicle clearance heights for entries to parking garages to accommodate accessible van parking.
  - » Add requirement for residential visitor parking
  - » Add requirements for bicycle parking

Section 20.25A.090 Street and Pedestrian Circulation Standards

- Standards for sidewalk widths, planter strips and tree pits standards moved from 20.25A.060; new standards for sidewalk widths added; other sections carried forward from the Downtown Livability Initiative Early Win Code Amendments.
- Downtown Core standards moved from 20.25A.090.E and citations updated.

Section 20.25A.100 Downtown Pedestrian Bridges

- Moved from 20.25A.130
- Amended to include reference to the new Development Agreement Process.

Section 20.25A.110 Landscape Development

- Street tree plan and landscaping standards moved from 20.25A.060 and amended to allow flexibility to changes species if needed in response to disease or pest infestation;
- On-site landscaping moved from 20.25A.040 and outdated reference deleted
- Standards for linear buffer standards moved from 20.25A.090.D.4 and amended to allow property owners more use of the buffers.

Section 20.25A.120 Green and Sustainability Factor

- A proposed new green and sustainability factor is intended to increase the use of green and sustainable elements and contribute toward improved sustainability in the Downtown.
- A development's Green and Sustainability Factor would be calculated through a scoring system. A menu of options would provide flexibility by project and would include credit for measures under the following categories: landscape elements, green roofs, green walls, landscape bonuses, permeable paving, and bicycle parking.
- All new development would be required to meet a minimum Green Sustainability Factor score that requires the equivalent of 30% of a parcel with green or sustainable elements.

Section 20.25A.130 Mechanical Equipment Screening and Location Standards

- Section moved from 20.25.045
- Amendments were adopted under the Downtown Livability Initiative Early Win Code Amendments. No additional amendments are proposed.

Section 20.25A.135 Downtown Neighborhood Specific Standards

- Moved from 20.25A.065 and .070
- Provides area-specific standards for the Convention Civic and Old Bellevue neighborhoods
- Amendments to avoid redundancy

Section 20.25A.140 Downtown Design Guidelines Introduction

- New section identifies the goals of the Downtown Design Guidelines.
- See Chapter 6, Design Guidelines Issue Paper, for a summary and discussion of proposed changes to Sections 20.25A.140 through .180.

Section 20.25A.150 Context

- New section describes the context for downtown design guidelines including the relationship of height and form to other development; relationship to publicly accessible open spaces and transportation elements; use of architectural elements to emphasize gateways; and how to maximize sunlight on surrounding area. Proposed guidelines for each of these topics are described.

Section 20.25A.160 Site Organization

- New section describes that the majority of the Downtown has a 600-foot superblock configuration, providing for flexibility in site design and the need for street activation and coordinated internal circulation. See Figure 5 for through-block connections.

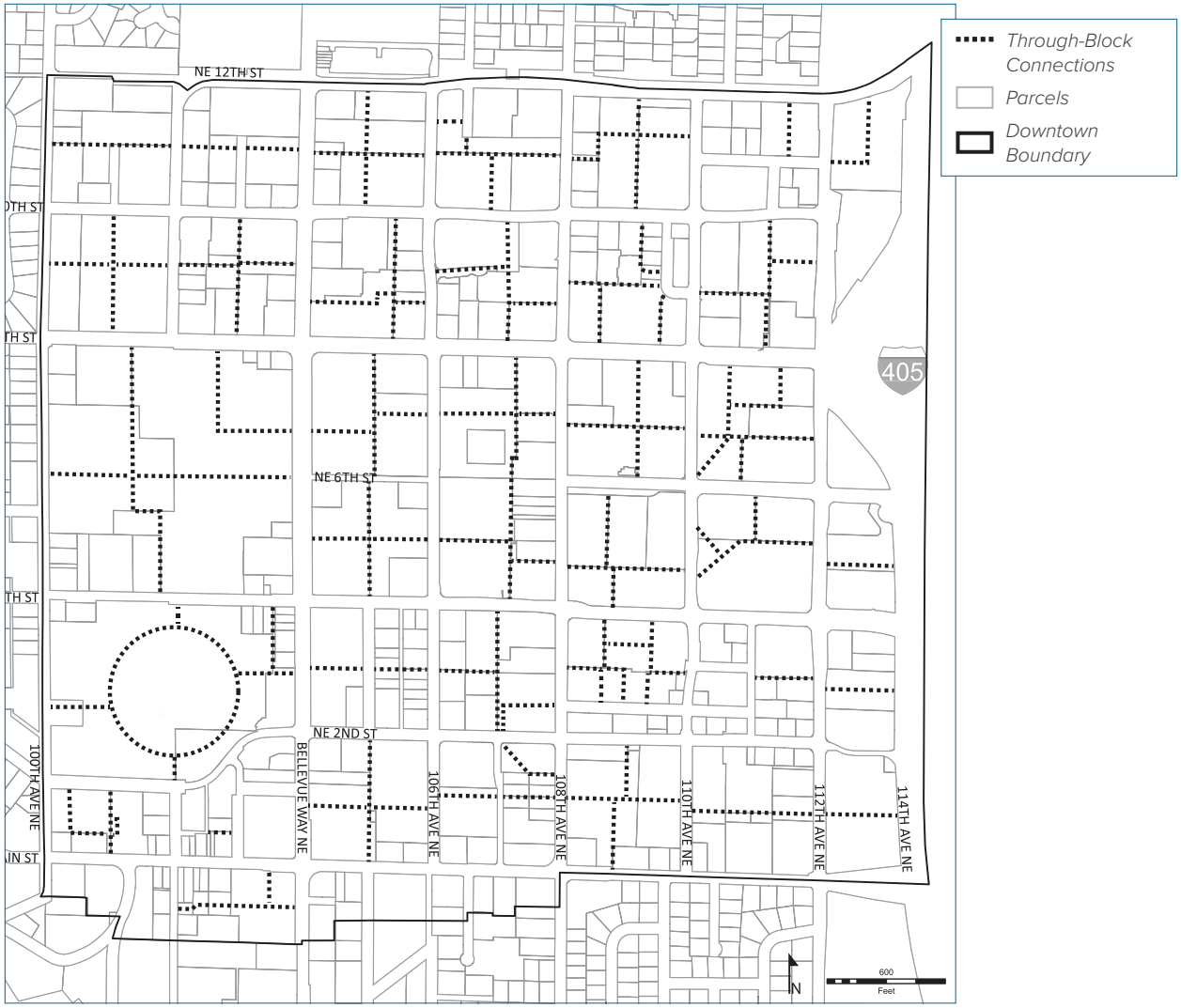


Figure 5 Through-block Connections

Source: City of Bellevue

- Guidelines for on-site circulation, building entrances, through-block pedestrian connections, open space are proposed. Guidelines for through-block pedestrian connections include text moved from LUC 20.25A.060 and the Downtown Livability Initiative Early Win Code Amendments.

Section 20.25A.170 Streetscape and Public Realm

- New streetscape section includes guidelines that address the following goals:
  - » Define the pedestrian environment, intended to provide a continuous, visually rich pedestrian experience
  - » Protect pedestrians from the elements, including wind, sun and rain
  - » Create a variety of outdoor spaces, providing comfortable and inviting outdoor spaces during all hours and seasons
  - » Provide places for stopping and viewing, including seating and resting places
  - » Integrate artistic elements, complementing the character of a site, building or district as a whole
  - » Orient light toward sidewalks and public spaces, highlighting sidewalks, street trees and other features
  - » Orient hanging and blade signs to pedestrians
- New right-of-way designations section provides design guidelines for streets organized by downtown streets. The guidelines are intended to provide activity, enclosure, and protection of the sidewalk for the pedestrian. Five categories of rights-of-way are identified according to categories A–E, with A representing those streets expected to have the highest amount of pedestrian activity and decreasing intensity of pedestrian activity for each category, as listed below and shown in Figure 4.
  - » Pedestrian Corridor/High Streets—A Rights-of-Way
  - » Commercial Streets—B Rights-of-Way
  - » Mixed Streets—C Rights-of-Way
  - » Neighborhood Streets—D Rights-of-Way
  - » Perimeter Streets—E Rights-of-Way

- Proposed amendments contain design guidelines for each category of right-of-way.
- Alleys with Addresses. New section states that alleys with addresses act as active through-block connections and are faced with a mix of retail activity and residential uses. Alleys with addresses are intended to have a high orientation to pedestrians with any vehicular activity being secondary to pedestrians. Design guidelines and standards to support this intent are proposed.
- Upper Level Retail. New section states that upper level retail is intended to activate the ground-level pedestrian environment, and should be designed and managed to draw the attention and interest of the pedestrian to the upper level and to increase opportunities for interaction and movement between the ground and upper levels. Design guidelines and standards for upper level retail are proposed.

Section 20.25A.180 Building Design (Base, Middle and Top)

- New section states that a tall building should consist of three carefully integrated parts: a building base, middle and top. Design guidelines for the following topics are proposed:
  - » Overall building design
  - » Building base (podium)
  - » Middle (tower)
  - » Top

Downtown Transportation Plan

The Downtown Transportation Plan (DTP) focuses on improvements to roadways/vehicles, transit, pedestrians and bicycles. Each topic is briefly summarized below and further discussed in Chapter 6, Transportation Issue Paper.

Vehicles and Roadways

The DTP focuses on the following components of mobility for people in vehicles on Downtown roadways:

- **Downtown access:** roadway network within Downtown
- **Regional and neighborhood access:** connections to and from Downtown
- **Roadway capacity:** roadway function in terms of vehicular delay at intersections and travel time
- **Traffic flow/efficiency:** using technology to manage traffic flow and add system capacity
- **Parking and curbside uses:** including parcel freight loading/unloading, passenger drop-off/pick-up, taxi stands and electric vehicle charging stations

Between 1990 and 2013, the number of **vehicle trips in Downtown Bellevue remained relatively constant**, despite substantial growth in jobs and population.

Proposed projects and recommendations in the DTP are compared against modeling of future projected traffic levels from the Dynameq model, which assumes planned and funded changes to the transportation network (see text box at right). In this text box, "Baseline Scenario" projects are those that had substantial funding commitments in 2010 by state, regional and local agencies, plus other projects that were reasonably foreseeable at the time. Other projects that had advanced through the planning process in terms of both design and funding commitments to the point where they can be considered reasonably foreseeable are included under the "Build Scenario." All of these projects were either under construction or were expected to be constructed by 2030 and, as such, all projects are included in the Baseline Scenario for the purposes of this section.

Level-of-Service (LOS)

LOS standards are measures set by the City to ensure quality public services, such as transportation.

The adopted intersection level-of service standard for Downtown Bellevue requires an average intersection LOS of E+, which roughly translates to a delay of less than 80 seconds. The average delay was 27 seconds in 2010.

Based on the modeling results, the DTP determined that all but one intersection would meet the city's level of service (LOS) standard

Reasonably Foreseeable Planned Future Roadway and Transit Capacity Projects

Baseline Scenario

East Link Light Rail: Light rail between Seattle and Redmond through Bellevue, with a station in Downtown Bellevue

RapidRide B: Bus rapid transit between Downtown Bellevue and Downtown Redmond

NE 2nd Street: Widen to five lanes between Bellevue Way and 112th Ave NE

110th Avenue NE: Widen to five lanes between NE 6th St and NE 8th St

NE 4th Street: Extend from 116th Ave NE to 120th Ave NE

NE 6th Street: Extend across I-405 from the center HOV direct access ramps to 120th Ave NE

120th Avenue NE: Widen to five lanes between NE 4th St and NE 15th St

124th Avenue NE: Widen between NE 8th St and NE 15th St

NE 15th/16th Street (Spring Boulevard): New roadway segments in the BelRed Subarea

Bellevue Way SE: One high-occupancy vehicle (HOV) lane southbound from 112th Ave SE to the South Bellevue Park & Ride to align with the planned southbound HOV land between the park and ride and I-90

Build Scenario

SR 520: New ramps to/from east at 124th Ave NE to complete the interchange

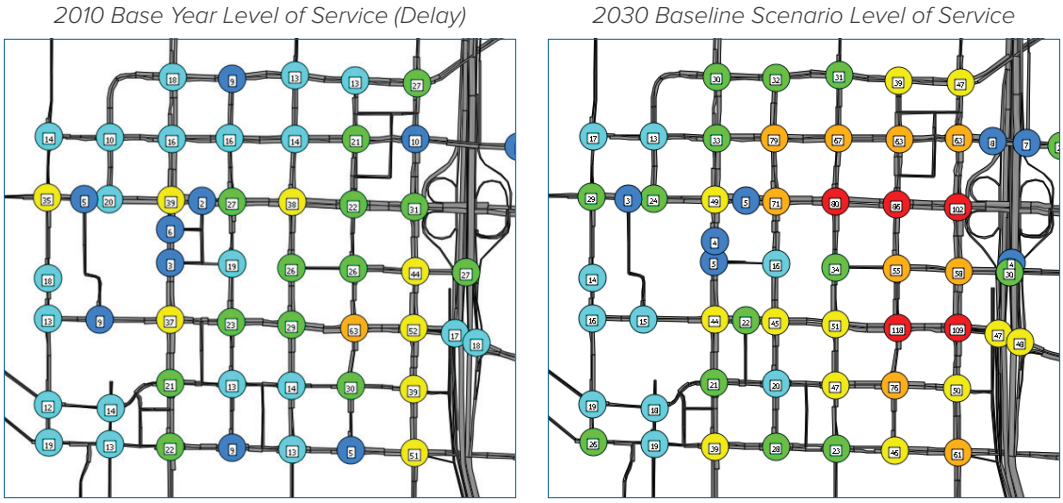
SR 520: Eastbound slip ramp under 148th Ave NE to connect to 152nd Ave NE and the Overlake Village area in Redmond

I-405: Southbound braid from SR 520 to NE 10th St

I-405: One auxiliary lane (collector/distributor) each direction, between SE 8th St and SR 520; the portion north of Main St will be accomplished through restriping, not additional widening

of E+ for Downtown intersections and that adding general purpose vehicular capacity beyond the baseline scenario would not be needed to accommodate 2030 projected growth. The modeling showed that some intersections may approach a level of congestion that would require operational or capacity modifications, but that implementation of coordinated and adaptive signal system

Figure 6 Existing and Future 2030 LOS (Average Vehicle Delay at Intersections) in Downtown Bellevue



Source: City of Bellevue

technology (Sydney Coordinated Adaptive Traffic System or SCATS) has been effective at optimizing the available capacity of the roadway system while also better accommodating the needs of pedestrians and transit (see Figure 6).

Parking and Curbside Uses

The DTP evaluated on-street parking and other uses for curbside space, including parcel/freight loading/unloading, passenger drop-off/pick-up, taxi stands and electric vehicle charging stations. Recommended types of projects include:

- Providing additional on-street parking at high-opportunity locations; and evaluating additional parking in moderate opportunity locations
- Installing parking meters for pay parking
- Designating new passenger drop-off/pick-up areas/loading zones
- Accommodating temporary taxi stand use along the curb during evenings and weekends
- Installing electric vehicle charging stations

Transit

In consideration that Bellevue does not operate a transit system, but the City does own, operate and maintain the roadways and intersections upon which transit relies, the DTP focuses on the following four transit system components:

- Transit coverage
- Transit capacity
- Transit speed and reliability
- Transit passenger comfort, access and information

To improve upon anticipated **transit coverage** of 97 percent in 2030, proposed amendments to the plan recommend:

- Modifying existing or future transit routes to better serve the northwest and southeast quadrants of Downtown
- Providing a successor to the Sound Transit 550 route to serve the southwest quadrant when East Link begins operations in 2023
- Providing a route with frequent service on 116th Avenue NE to serve local hospitals

The number of transit trips (boardings and alightings) is projected to increase almost five fold by 2030, from 10,000 to 57,000. The DTP identifies the infrastructure needed to accommodate these trips, while the Bellevue Transit Master Plan (2014) addresses how to provide service to these riders. Proposed amendments to the DTP recommendations for **transit capacity** include:

- Articulate policy support and advocacy for sustained and enhanced transit service
- Design modifications to improve the function and flow of the passenger platform of BTC

What is Transit Coverage?

Transit coverage, for purposes of the Downtown Transportation Plan, is the percent of Downtown residents and employees who live or work in a Transportation Analysis Zone (TAZ) that is within 600 feet of a bus stop with frequent service or a light rail station. A TAZ is generally a Downtown "superblock" that is 600 feet wide, so the transit coverage geography is the area within about 1,200 feet of a stop/station.

Currently, Downtown Bellevue has transit coverage of 86 percent (2010). With planned improvements, this is expected to increase to 97 percent in 2030.

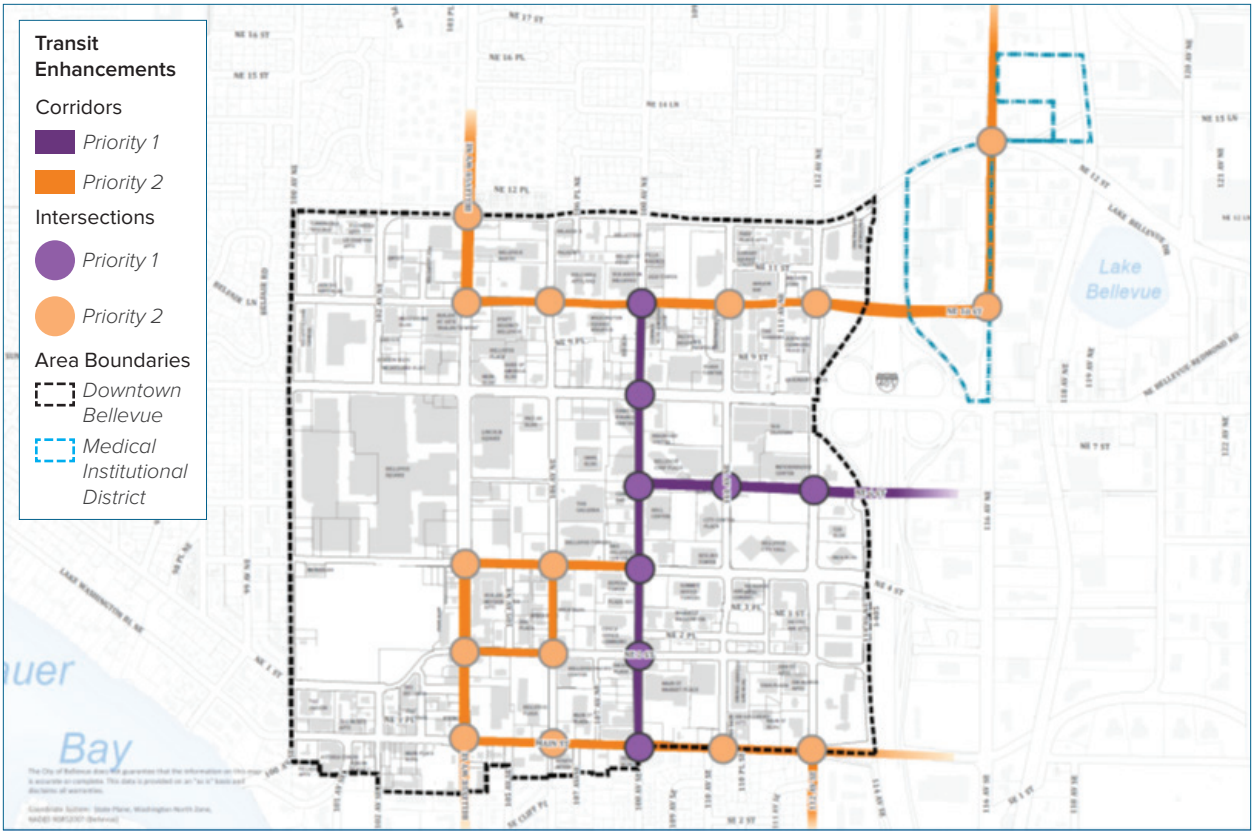


Figure 7 2030 Transit Priority Corridor and Intersections

Note: Priority 1 Transit Corridors have greater than 90 bus trips in the PM peak hour, while Priority 2 Transit Corridors have more 15 or more bus trips in the PM peak hour. Priority 1 Intersections are those located along a Priority 1 Transit Corridor, while Priority 2 Intersections are those located along Priority 2 Transit Corridors.

Source: City of Bellevue

To address **transit speed and reliability**, Bellevue may invest in capital improvements or perform traffic operation changes to benefit transit passengers and overall mobility. The DTP identifies a hierarchy of transit priority corridors and intersections (see Figure 7) where the following types of improvements could be made to improve speed and reliability:

- Transit priority lanes
- Peak hour transit-only lanes
- Bus/bicycle lanes
- In-lane bus stops
- Business access and transit (BAT) lanes
- Transit signal priority
- Improvements to pedestrian environment
- Transit stop consolidation
- Off-board fare payment

To support potential improvements to passenger amenities related to **comfort, access and information**, the DTP recommends a set of transit stop "typologies" to categorize transit stops and identifies a suite of components that may be integrated into each type of transit stop and its vicinity. These four typologies and recommended components are shown in Table 5.

Table 5 Transit Stop/Station Typologies, Components and Access

Typology	Definition	Facilities/Amenities	Access
Local Transit Stop	Served by single transit route; 30 or less boardings per weekday	Pole-mounted bus stop sign, ADA standard landing pad with sidewalk access, bench, or shelter	Access to nearby neighborhoods with pedestrian and bike facilities
Primary Transit Stop	Served by one or more transit routes with combined headways of 30 minutes or better; average weekday boardings of 30 to 100 passengers	Passenger shelter, transit route map and transfer wayfinding, real-time information displays, trash receptacle, security lighting, and short-term bicycle parking	Enhanced intersection components, nearby mid-block crossings, and neighborhood wayfinding
Frequent Transit Network/ RapidRide Station	Served primarily by RapidRide B, but may also be shared with other frequent transit network routes; average weekday boardings of 100 to 1,000	Includes Primary Transit Stop facilities, sheltered or enclosed waiting area, ORCA card vending machine, and off-board fare payment	Enhanced or exceptional intersection components, nearby mid-block crossings, and neighborhood wayfinding
Transit Center/ Downtown Multimodal Center	Served by multiple transit routes and modes with a constant flow of vehicles during the day; average weekday boardings greater than 1,000	Includes Primary Transit Stop and Frequent Transit Station facilities and possibly rest rooms, "bike station" facilities and covered/secure long-term/ commuter bicycle parking	Exceptional intersection components; on-street bicycle facilities provide access from neighborhoods and regional facilities

ADA = Americans with Disabilities Act
ORCA = One Regional Card of All

Pedestrians

The DTP focuses on four components of the pedestrian environment:

- Intersections
- Mid-block crossings
- Sidewalks
- Through-block connections

The DTP recommends three types of **intersection** treatments: Standard, Enhanced and Exceptional. Standard intersections are the most common, with pavement striping spaced 8-feet apart and pedestrian actuated signals. Enhanced intersections are wider than standard to accommodate higher numbers of pedestrians and provide separation from vehicles, and may include wayfinding and freestanding weather protection at corners, special pavement treatment or striping across the street, and curb bump outs or tighter radius to shorten the crossing distance, calm traffic and provide pedestrian queuing areas. Exceptional intersections may incorporate components of Enhanced intersections, and may also include a pedestrian scramble signal phase, raised crossings, and landmark freestanding wayfinding. Intersections identified as Exceptional include those along the Pedestrian Corridor (NE 6th Street at 110th Avenue NE, 108th Avenue NE, 106th Avenue NE and Bellevue Way), in Old Bellevue across Main Street, and at the 102nd Avenue NE and NE 1st Street entrance to the Downtown Park.

The locations of **mid-block** crossings recommended in the DTP are shown in Figure 8. These crossings could include full signalization, warning beacons, median islands or grade-separated pedestrian bridges. The City Council has approved the location of several pedestrian bridges already, including across Bellevue Way, NE 4th Street and NE 8th Street, and the DTP recommends additional locations, including across NE 6th Street between the City Hall Plaza/ future East Link light rail station and Meydenbauer Center. The DTP provides recommendations on signalization, signage, crosswalk markings and medians and planters.

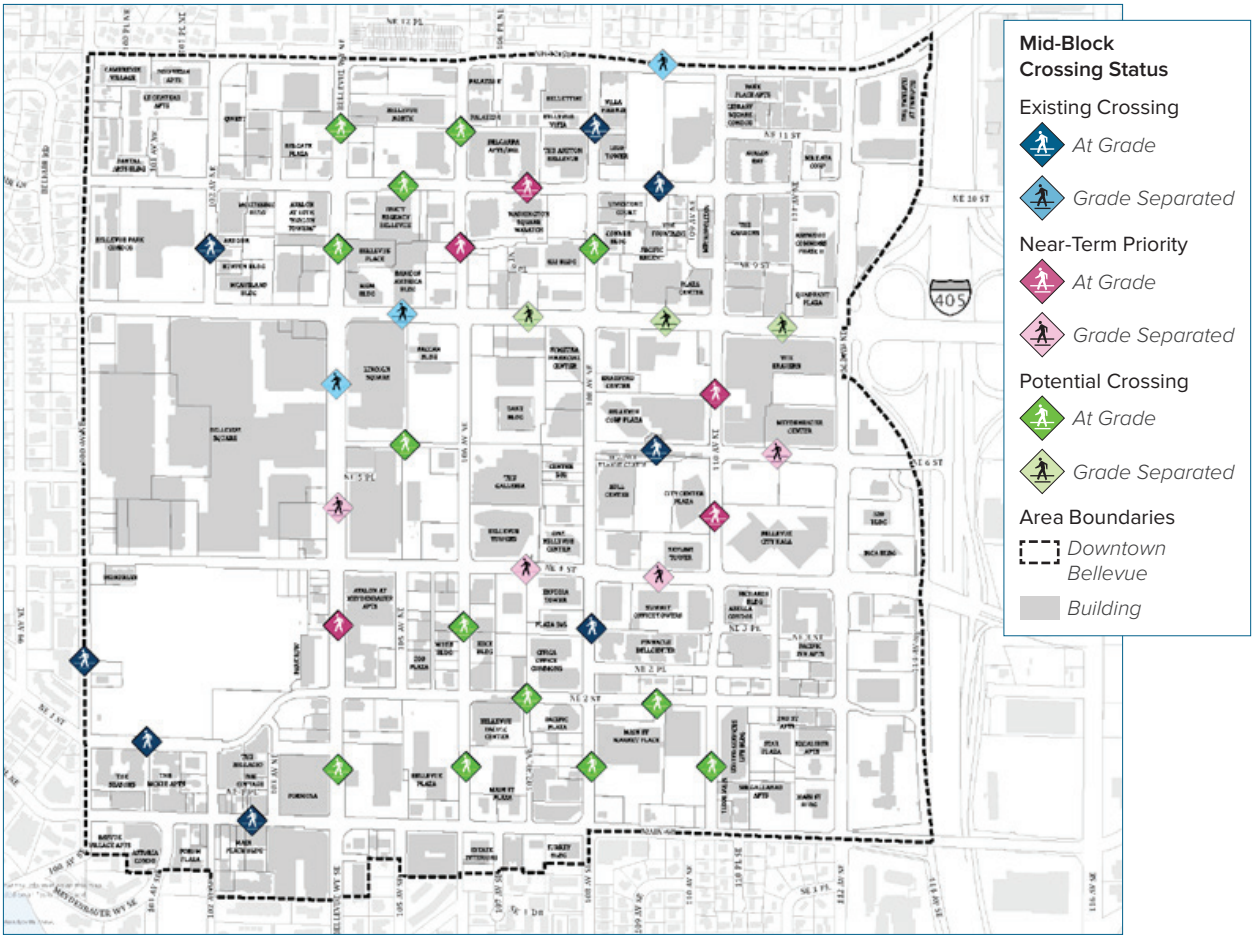


Figure 8 Existing and Recommended Future Mid-Block Crossings
Source: City of Bellevue

The Downtown Land Use Code prescribes the width of **sidewalks** and landscaping treatment adjacent to the street. Both the private and public sector are responsible for implementing these provisions in new projects. The DTP recommends a land use code amendment to increase the required width of the sidewalk along certain heavily travelled street segments (such as 106th Avenue NE) from 12 to 16 feet to accommodate more pedestrians, window shoppers and café

seating. Wider sidewalk consistent with this recommendation were previously approved as part of the Downtown Livability Early Wins code amendments (LUC 20.25A.090).

To address inconsistent and unclear **through-block connections**, the DTP recommends certain design refinements—such as standard public access wayfinding, commonly recognizable paving materials or inlays, and universal accessibility according to Americans with Disabilities Act (ADA) standards. These recommendations are addressed in recommended design guidelines for through-block connections found in LUC 20.25A.160.D, see Appendix 1.

In addition to these four components, the DTP recommends design considerations for the **Pedestrian Corridor**—located along NE 6th Street between Bellevue Way and 112th Avenue NE—to improve accommodations for bicyclists without intimidating pedestrians, such as integrating special paving and wayfinding. The Downtown Livability Initiative code review identifies specific code-related strategies for implementing these design improvements to the Pedestrian Corridor. Proposed land use code amendments for Pedestrian Corridor design can be found in LUC 20.25A.090.C.1 and 20.25.A.170.B.1, see Appendix 1.

Bicycles

The City completed a Pedestrian and Bicycle Transportation Plan in 2009, which identified citywide priority bicycle corridors. North-south corridors are on 108th Avenue NE and 112th Avenue NE/114th Avenue NE, and east-west corridors are on Main Street and NE 12th Street. Figure 9 shows the recommended bicycle facilities intended to provide bicycle access throughout the Downtown.

The DTP recommends implementing new tools and providing a robust bicycle wayfinding system. Bicycle facility recommendations include east-west corridor improvements on Main Street and NE 12th Street, and north-south corridor improvements on 100th Avenue

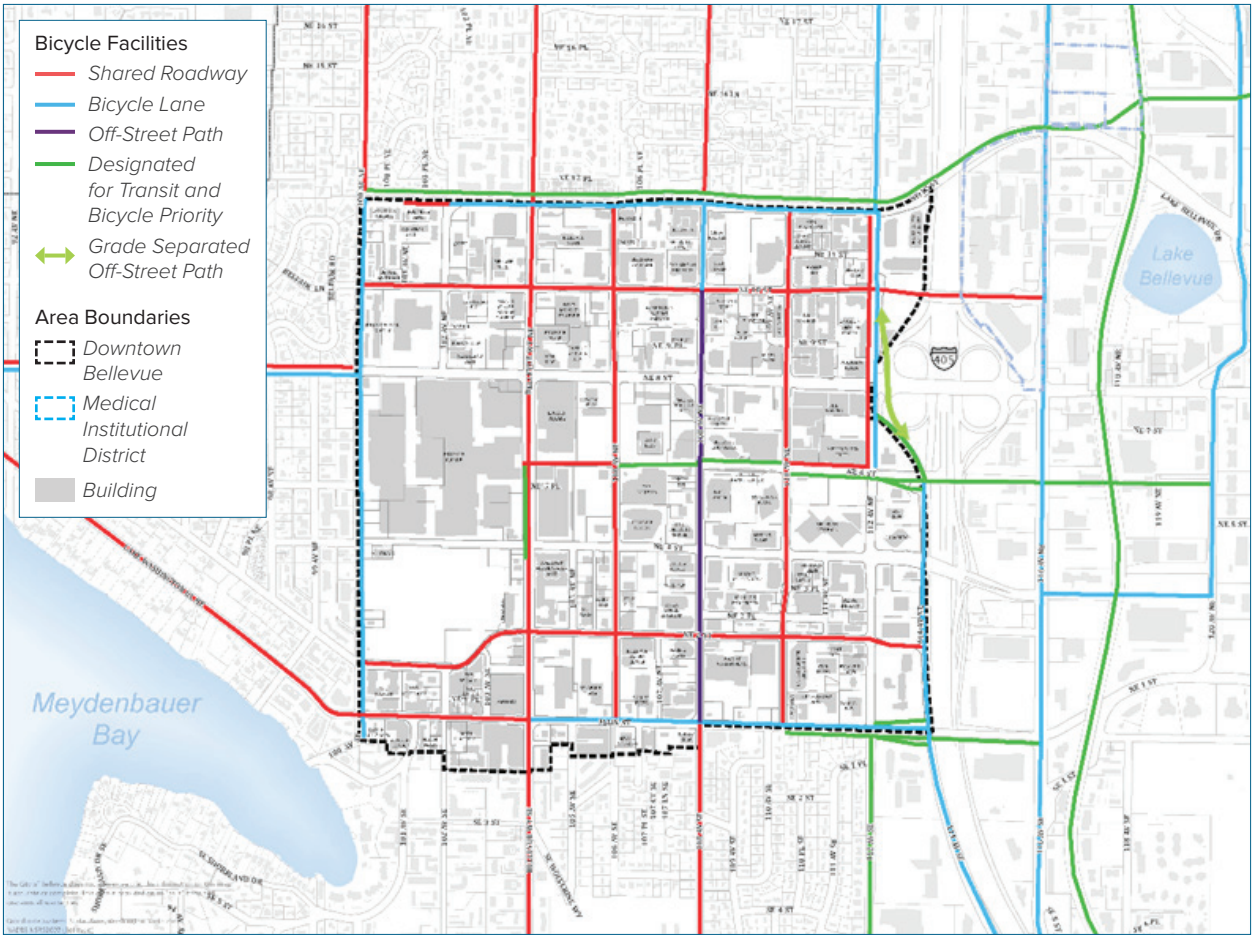


Figure 9 Downtown Bellevue Bicycle Facilities
Source: City of Bellevue

NE and 114th Avenue NE/112th Avenue NE. Corridor analyses for these roadways will be used to determine what types of facilities are needed for all users to safely and comfortably share these roadways. The DTP also recommends a pedestrian and bicycle overpass across NE 8th Street along with improving bicycle facilities along portions of the NE 6th Street Pedestrian Corridor.

Specific types of improvements could include:

- **Shared lane marking (sharrows):** a painted marking in a travel lane to indicate the presence of bicycles, provide wayfinding guidance, and mark the suggested position for bicycles in the lane
- **Protected bicycle lane:** a one-way or two-way bicycle lane physically separated from moving traffic by a painted or physical buffer
- **Green bicycle lane:** a bicycle lane that is painted green along the full length or at potential traffic conflict points
- **Green bike box:** location at an intersection that is painted green to indicate the preferred location for bicyclists to wait for a signal change

The DTP also recommends a land use code amendment requiring or incentivizing new development to include onsite long-term/commuter bicycle parking, together with lockers and showers. Recommended amendments to LUC 20.25A.080 include new requirements for the number of bicycle parking spaces; provision of bicycle lockers are included as an option through the proposed Green and Sustainability Factor (LUC 20.25A.120), see Appendix 1.

To improve access to the two planned East Link light rail stations to serve Downtown, the DTP recommends the use of special pavers and signage to make access more intuitive and comfortable. The East Main Station will include pathways on the south side of Main Street that bicycles will be able to use.

The DTP also recommends exploring the potential for a bike share program for Downtown Bellevue. A feasibility and business plan would need to be completed prior to determine the viability of such a system.

Corridor Studies

The projects and recommendations identified in the DTP suggest multiple types of improvements along Downtown transportation corridors to meet the needs of people using different modes. These corridor studies will balance the needs of multiple modes over several corridors, recognizing that some corridors may need to prioritize one mode over another. This may result in some corridors prioritizing pedestrians and bicyclists, some prioritizing transit, and some prioritizing motor vehicles. The DTP recommends that a corridor study be completed to evaluate how to best balance the needs of all these modes on the following corridors:

- 106th Avenue NE between Main Street and NE 12th Street
- 108th Avenue NE between Main Street and NE 12th Street
- Main Street between 100th Avenue NE and 112th Avenue NE

The purpose of corridor studies is to identify specific planned improvements to these corridors and evaluate potential benefits to Downtown mobility.

Background

Downtown Subarea Plan

The Bellevue Comprehensive Plan, Puget Sound Regional Council's (PSRC) Vision 2040 and King County's Countywide Planning Policies identify Downtown Bellevue as a regional growth center—a place where growth should be focused if the region is to further growth management goals such as reducing sprawl and retaining open space. Downtown Bellevue, with 2 percent of the City's land area, is expected to accommodate most of the City's future employment and residential growth.

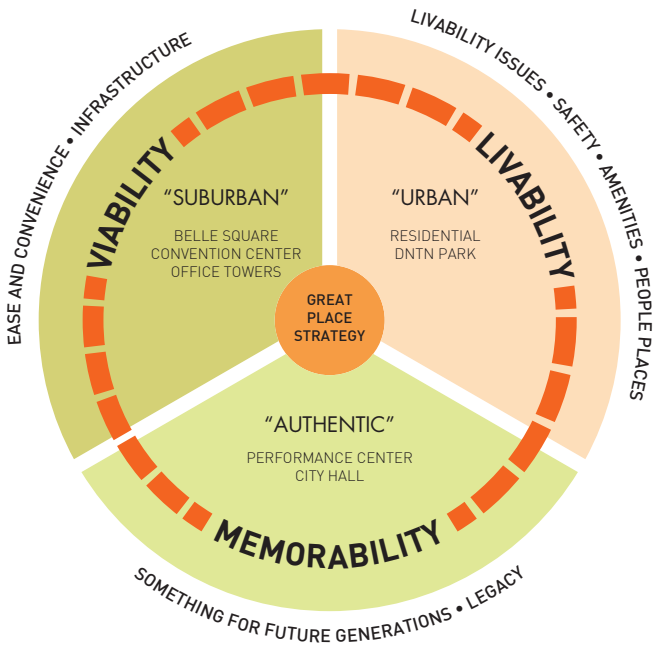
Bellevue's Downtown Subarea Plan establishes the vision and policy guidance that support development of Downtown as the primary urban center of the Eastside, consistent with regional, metropolitan

and county-wide plans. The Downtown Subarea Plan describes a Great Place Strategy for Downtown:

> **"Goal: The Great Place Strategy**
>
> *To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of public places and great public infrastructure."*

The Downtown Subarea Plan is implemented through regulations (Land Use Code, Building/ Sidewalk Design Guidelines, Pedestrian Corridor Guidelines), public investments (transportation network, utilities infrastructure, parks, visitor and cultural facilities), and private-sector development and investment.

Downtown Livability Initiative



Source: City of Bellevue Comprehensive Plan.

Bellevue's Comprehensive Plan states that "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." The Plan notes that livability is developed through a dynamic process in which cities are relatively more viable, livable or memorable during different stages of growth.

Collectively, these factors work together to create a great place. The Plan notes that

while Downtown Bellevue should work to make progress on all three of these dimensions, it is important to focus extra attention on graduating to a higher level of livability.

In fall 2012, the City Council provided initial direction on specific downtown zoning and development regulations to be analyzed with respect to livability, including:

- Amenity incentive system;
- Building form and height;
- Design guidelines;
- Northeast Sixth Street pedestrian corridor;
- Light rail interface;
- Downtown parking;
- Vision for strip of land between 112th Avenue Northeast and Interstate 405 zoned for office limited-business (OLB);
- Downtown signage;
- Sidewalk widths and landscaping standards;
- Maintenance standards for vacant sites and buildings;
- Screening of mechanical equipment;
- Recycling and solid waste facilities;
- Vendor carts; and
- Range of permitted uses.

Objectives of the Downtown Livability Initiative

Specific objectives of the Downtown Livability Initiative include:

- Better 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
- Incorporate elements from Downtown Transportation Plan Update and East Link design work

The over-arching purpose of the Downtown Livability Initiative is to advance implementation of the Downtown Subarea Plan, in particular the Plan's central theme of making Downtown more Viable, Livable, and Memorable.

Downtown Livability Initiative Citizen Advisory Committee (CAC)

In spring 2013, the 15 members of the Downtown Livability Advisory Committee were appointed and confirmed by the Mayor and City Council. CAC membership included representation from the Planning Commission, Transportation Commission, Parks & Community Services Board, Human Services Commission, Environmental

Services Commission, Arts Commission, Bellevue Downtown Association, Bellevue Chamber of Commerce, small business, and nearby neighborhoods, as well as an architect, a Downtown resident, a City-wide representative, and a Downtown employer.

The City Council directed the Downtown Livability Advisory Committee to provide guidance to City staff in developing recommendations to update the Downtown Land Use Code. Guidance for the Committee's work was provided by the vision set forth in the existing Downtown Subarea Plan and by the Project Principles approved by the City Council on January 22, 2013 for this initiative (see Table 1 on page 6).

The CAC's review of the Land Use Code was informed through a variety of sources, including the Downtown Land Use Code Audits. The audits summarized existing code provisions and policies, described results on growth, and made observations about where codes and policies are working well and where they could be improved. The purpose of the audits was to ensure that the Land Use Code features that are working well are retained and to focus changes on items needing improvement and new opportunities. The CAC also conducted a robust public outreach program, described later in this chapter, and met with staff thirteen times over the course of the project to review and discuss options related to the Downtown Land Use Code.

Consistent with its charge to provide guidance to City staff in developing recommendations to update the Downtown Land Use Code, the CAC prepared recommendations in several major areas:

- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Amenity Incentive System
- Station Area Planning
- Building Height and Form
- Downtown Parking
- Other Topics

For each of these topics, the CAC developed one or more code-related recommendations and, in some cases, additional non-code recommendations. CAC recommendations and their relationship to the proposed code amendments considered in this Environmental Checklist are summarized in Table 6.

Table 6 CAC Recommendations and Proposed Code Provisions

CAC Focus Area	CAC Recommendation	Corresponding Code Recommendations
Public Open Space	• Identify and incentivize open space strategies for each district	• Some amenities already defined by neighborhood, (such as pedestrian bridges and the Pedestrian Corridor), some can still be incentivized by neighborhood
	• Strengthen through-block connections	• 20.25A.160.D—through-block pedestrian connections
	• Consider open space space/park over I-5 from Downtown to Wilburton	• Grand Connection is a separate project
Pedestrian Corridor		• Addressed in separate project
Design Guidelines	• Rewrite for clarity • Refine content • Update review procedures	• 20.25A.140-180 rewritten and refined • 20.25A.030.D.1.a procedures for design departure
Amenity Incentive System	• Update amenities • Consider neighborhood specific weighting • Develop method for alternative amenities • Recalibrate economics of system	• 20.25A.070—updated amenities, offer alternative amenities, recalibrated economics
	• Make weather protection a requirement	• 20.25A.170.B—Early Win amendments required weather protection
Station Area Planning		• Addressed in separate project
Building Height & Form	• DT-O-1 Residential unlimited FAR	• DT-O-1 Residential 10 max.FAR
	• DT-O-2 Max height 300’	• DT-O-2 Max height 460’ (north); 430’ (east); 345 (south)
	• DT-MU (all) • Max. FAR 5.0 • Max. height Residential 300’ • Max. height Non-residential 200’	• DT-MU • Max. height Residential 200’ • Max height Non-residential 250’ • DT-MU Civic Center • Max. height Residential 350’ • Max. height Non-residential 350’ • Max. FAR 6.0
	• Perimeter A (all) • Max. height Residential 70’ • Max. FAR 3.5	• Perimeter A-1 • Max. height Residential 55’ • Perimeter A-3 • Max FAR 5.0
Downtown Parking		• Separate study to be addressed later • 20.25A.080H—flexibility in required parking based on defined studies
Other Topics	• Mechanical screening • Sidewalk widths and landscaping • Range of permitted uses • Recycling and solid waste • Food trucks	• 20.25A.130—mechanical screening adopted in Early Win amendments • 20.25A.090 and .110—landscaping standards adopted in Early Win amendments • 20.25A.050.D—range of permitted uses adopted in Early Win amendments • Recycling and solid waste to be addressed through reference to a Director’s Rule • Food trucks will be part of a conformance amendment

Source: City of Bellevue, 2017

Estimated Growth and Capacity

Downtown Bellevue has been one of the fastest growing neighborhoods in Bellevue over the past couple of decades with the number of housing units increasing tenfold and the population following suit. In 1990, Downtown Bellevue had 703 housing units and 1,192 people. In 2012, Downtown had over 7,500 housing units and over 10,500 people. Importantly, it is anticipated that Downtown will play a major role in accommodating future population, with projected population expected to reach 19,000 by 2035.

Similarly, Downtown Bellevue is a major employment center for the city and the region. In 2000, Downtown had about 34,000 employees; that number has grown to 44,855 in 2013. In the future, it is anticipated that Downtown will continue its role as a major employment center, with projected growth to 70,300 jobs by 2030.

The proposed land use code amendments would maintain adequate capacity to accommodate forecast growth as identified in the City's Comprehensive Plan. No changes to Downtown growth forecasts or capacity are anticipated as a result of the proposed land use code amendments.

Integration with Downtown Transportation Plan Update

In addition to the consideration of recommended changes to the Land Use Code, the Project Scope included strong coordination with the companion Downtown Transportation Plan update that occurred in this same timeframe. By accommodating anticipated significant increases in Downtown activity, the comprehensive set of improvements to facilities for both motorized and non-motorized travel proposed by the Downtown Transportation Plan will enhance Downtown vitality and economic development, improve sustainability, and support livability and public health. This work is compatible with and has been coordinated with the Downtown Livability Initiative. Downtown Transportation Plan recommendations were transmitted by the Transportation Commission to the City Council on September 23, 2013.

Planning Framework

The following provides a brief summary of the Bellevue Comprehensive Plan and guidance provided by the Washington Growth Management Act, Puget Sound Regional Council Vision 2040, and King County Countywide Planning Policies. An overview of the City's existing Downtown land use code provisions is also provided.

City of Bellevue Comprehensive Plan

Bellevue's comprehensive plan is a broad statement of community goals and policies that direct the orderly and coordinated physical development of the city. The comprehensive plan serves as a guideline for designating land uses, infrastructure development and community services and provides specific guidance for future legislative and administrative actions. The plan reflects citizen involvement, technical analysis and the judgment of decision-makers.

Bellevue's comprehensive plan was originally adopted in 1993 and has been updated annually, with the most recent major update in 2015. Since adoption, the focus of plan has been on preserving and enhancing well-maintained livable neighborhoods, a healthy environment, a vibrant urban center, and a strong diverse local economy. The Comprehensive Plan is organized into two volumes, described below.

Volume 1

Volume 1 contains introductory materials that describe the context for the plan and a vision that establishes the city's desired future. Volume 1 also contains all of the general plan elements, together with the key goals identified for each element.

Volume 2

Volume 2 of the Comprehensive Plan contains subarea plans and transportation facility plans. It includes 14 subarea plans, including the Downtown Subarea Plan, each addressing the specific character,

development pattern and vision for the future. The transportation facilities plans identify the road and transit facilities needed to implement the City's transportation policies for specific subareas of the City and for pedestrian/bike improvements.

Washington Growth Management Act

The Washington State Legislature adopted the Washington Growth Management Act (GMA) in 1990 per RCW 36.70A. The GMA contains a comprehensive framework for managing growth and coordinating land use with infrastructure. A selected summary of the major provisions of the GMA together with specific provisions that directly pertain to the alternatives is provided below.

The GMA contains broad planning goals to guide local jurisdictions in determining their vision for the future and in developing plans, regulations, programs and budgets to implement that vision.

The goals discourage sprawling development, encourage development in urban areas with adequate public facilities, encourage economic development throughout the state consistent with comprehensive plans, encourage efficient multimodal transportation systems, provide for the protection of property rights, and require that adequate public facilities and services necessary to support development be available when new development is ready for occupancy. The goals are not ranked in any order but can be balanced by the jurisdiction.

A fundamental requirement of the GMA is early and continuous public participation in the development and amendment of plans and development regulations. Public participation procedures that are described in the procedural rules (WAC 365-195-600) include broad dissemination of proposals and alternatives, opportunity for written comment, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments.

A central concept of the GMA is that comprehensive plans must be internally and externally consistent. Internally, each GMA

comprehensive plan must demonstrate that land use element, capital facilities element and financing plan are consistent. If funding is not available to support the proposed land use pattern at the adopted level of service, the jurisdiction is required to reassess the land use pattern and/or the level of service until balance is reached. Externally, local comprehensive plans are required to be consistent with the comprehensive plans of other jurisdictions with common borders or related regional issues. Standards for transportation level of service should be regionally coordinated.

Vision 2040

VISION 2040, developed by the Puget Sound Regional Council and its member governments, is a growth strategy and transportation plan for the central Puget Sound region. It provides a coordinated framework for guiding growth and transportation actions over the next twenty years.

Vision 2040 discusses twelve major topic areas to guide regional growth and development, including Regional Growth Strategy, Environment, Climate Change, Urban Lands, Centers, Rural Lands, Health, Housing, Economy, Transportation, Public Services, and Plan Review.

Vision 2040 designates the City of Bellevue as a Metropolitan City and Downtown Bellevue as a Regional Growth Center, stating:

> *Formally designated by the Puget Sound Regional Council, regional growth centers play a unique and important role as locations of the region's most significant business, governmental, and cultural facilities. These centers are located in either Metropolitan Cities or Core Cities. Regional growth centers are areas of higher-intensity development and contain a mix of land uses and services. Major regional investments for transportation and other infrastructure should be prioritized for these locations.*[1]

1 *Puget Sound Regional Council. Vision 2040. December 2009.*

The goals and policies for regional growth centers state that regional population and employment growth will be focused in the regional centers and that funding priority—both for transportation infrastructure and for economic development—will be directed to regional growth centers to support growth consistent with the regional vision.[2]

King County Countywide Planning Policies

GMA requires that counties adopt countywide planning policies to provide an agreed-upon framework within which cities and counties can develop comprehensive plans (RCW 36.70A.210). The purpose of these policies is to express a regional vision and help measure consistency of local plans. The King County Countywide Planning Policies were originally adopted in 1994 and were last updated in 2012. The Countywide Planning Policies address environment, development patterns, transportation, housing, economy, transportation and public facilities and services. Major themes described in the 2012 CPPs include:

- Promoting coordination and collaboration among jurisdictions;
- Establishing environmental sustainability as a foundational principle;
- Promoting economic growth and job creation;
- Integrating public health with land use and transportation; and
- Fostering social equity and environmental justice.

City of Bellevue Land Use Code

Bellevue Land Use Code establishes zoning district designations, use and development requirements, design guidelines and other requirements related to land use and development for the City as a whole, including the Downtown Subarea. While Part 20.25A is the primary location for regulatory requirements and guidelines for development and activity in the Downtown, other sections are also

2 *Puget Sound Regional Council. Vision 2040, policies MPP-DP-5, MPP-DP-7. December 2009.*

applicable. Land use code sections relevant to the Downtown area are briefly summarized below.

Land Use Code 20.25A

LUC 20.25A is the section where the majority of the code requirements for development in the Downtown are contained. Table 7 provides an outline of the summarized requirements of each subsection of LUC 20.25A.

Table 7 Land Use Code 20.25A Summary

Section	Major Provisions
20.25A.10 General	• Organization of the section and procedural requirements
20.25A.015 Permitted Uses	• Permitted and prohibited uses • Use zone charts for all land use districts in the Downtown. Identifies permitted, prohibited and conditional uses for all zoning districts.
20.25A.020 Dimensional Standards—General	• Dimensional standards for all zoning districts in the Downtown and notes that dimensional requirements for the Perimeter Design District are contained in LUC 20.25A.090. Dimensional standards include minimum setbacks, maximum building floor area at differing building heights, maximum lot coverage, basic and maximum building height and basic and maximum floor area ratio (FAR) • Exceptions to dimensional requirements • Basic FAR requirements • FAR computation with right-of-way dedication
20.25A.025 Nonconforming uses, structures & sites	• Establishes development and use standards and review processes for nonconforming uses, structures and sites.
20.25A.030 FAR amenity incentive system	• Specific requirements, including specific amenities and related bonuses • Recording required • Transfer of bonus floor area
20.25A.040 Landscape development and fences	• Street frontage, rear yard and side yard landscape development requirements for each zoning district in the Downtown • Development standards for fences
20.25A.045 Mechanical equipment screening & location	• Locational requirements • Screening requirements • Exhaust control standards • Noise requirements • Review process for modifications
20.25A.050 Downtown parking, circulation & walkway requirements	• Minimum and maximum parking requirement by specific land use and zoning designation • Standards and process for shared parking, off-site parking; conversion to commercial use parking • Standards for parking area and circulation improvements and design • Requirements for interim and phased parking • Director's authority to require parking exceeding the maximum.

continued on following page

Table 7 Land Use Code 20.25A Summary (cont.)

Section	Major Provisions
20.25A.060 Walkways & Sidewalks	• Walkways and Sidewalks—Perimeter: minimum widths of perimeter walkway or sidewalk location, street tree and landscaping requirements; • Overhead weather protection requirements • Through-block pedestrian connection design guidelines
20.25A.065 Civic Center Design District	• Development standards, including maximum lot coverage, floor area per floor, special design features for certain types of buildings, minimum rear and side setback for certain building types and sizes
20.25A.070 Downtown—Old Bellevue District	• Design Review required • Development requirements, including street improvements, mid-block connections, parking, minor public accessible spaces, and pedestrian-oriented frontage
20.25A.090 Perimeter Design District	• Definition of District (Subdistrict A, B, C) • Review criteria • Development standards, including dimensional standards • Design guidelines
20.25A.100 Downtown Core Design District	• All development subject to design review • Review criteria • Downtown Core Design District guidelines, including for major pedestrian corridor, transit center, pedestrian connections, major public open spaces, minor publicly accessible spaces, view preservation corridors, upper level stepback
20.25A.110 Design Review Criteria	• Design review criteria, including site design criteria and downtown patterns and context
20.25A.115 Design Guidelines—Building/Sidewalk Relationships	• Development standards, including required street wall conditions for each right-of-way designation • Retail Activities Exempt from FAR • Mid-Block Retail Connection
20.25A.120 Project phasing plan required	• Establishes requirements and process for a project with multiple buildings within a single project limit.
20.25A.125 Vesting and expiration of vested status of land use permits and approvals—Downtown projects	• Establishes standards for vesting and for requesting an extended vesting period.
20.25A.130 Downtown pedestrian bridges	• Where permitted • Location and design plan • Public benefit required • Development standards

Land Use Code 20.10

LUC 20.10 establishes and defines all land use districts in the City. For the Downtown, Section 20.10.270 defines the Downtown land use districts, as summarized in Table 8 and shown in Figure 2.

Table 8 Downtown Subarea Land Use Districts

Land Use Classification	Purpose Statement
Downtown-Office District 1 (DNTN-O-1)	Purpose is to provide an area for the most intensive business, financial, specialized retail, hotel, entertainment, and urban residential uses.
Downtown-Office District 2 (DNTN-O-2)	Purpose is to provide an area for intensive business, financial, retail, hotel, entertainment, institutional, and urban residential uses and to serve as a transition between the DNTN-O-1 District and the DNTN-MU District.
Downtown-Mixed Use District (DNTN-MU)	Purpose is to provide an area for a wide range of retail, office, residential, and support uses.
Downtown-Residential District (DNTN-R)	Purpose of the Downtown-R Land Use District is to provide an area for predominantly urban residential uses.
Downtown-Old Bellevue District (DNTN-OB)	Purpose is to reinforce the character of the Old Bellevue area and assure compatibility of new development with the scale and intensity of the area.
Downtown-Office & Limited Business District (DNTN-OLB)	Purpose is to provide an area for integrated complexes made up of office, residential, and hotel uses, with eating establishments and retail sales secondary to these primary uses.

Land Use Code 20.30

LUC 20.30 establishes the provisions for different types of land use review in the City, including the design review process, which is contained in LUC 20.30F. LUC 20.25A.010 establishes that all development in the Downtown must be reviewed by the Director of the Development Services Department through Design Review, LUC 20.30F.

LUC 20.30F.145 establishes the following decisional criteria for design review:

A. Consistent with the Comprehensive Plan
B. Complies with the applicable requirements of the code

C. Addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent
D. Compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity
E. Will be served by adequate public facilities including streets, fire protection, and utilities
F. Consistent with any required Master Development Plan approved through the land use code

Environmental Review

The purpose of this environmental document is to assist the public and decision-makers in considering the environmental impacts of the 2015 Comprehensive Plan update on the built and natural environment.

SEPA/GMA Integration

WAC 197-11-210 authorizes GMA jurisdictions to integrate the requirements of the SEPA and GMA. The goal is to ensure that environmental analysis under SEPA occurs as an integral part of the planning and decision-making process under GMA. Analysis of environmental impacts in the GMA planning process can result in better-informed GMA planning decision as well as avoid delays and duplication.

WAC 197-11-228 states that the appropriate scope and level of detail of environmental review should be tailored to the GMA action under consideration; jurisdictions may modify SEPA phased review as necessary to track the phasing of GMA actions; and the process of integrating SEPA and GMA should begin at the early stages of plan development.

The City of Bellevue has elected to follow an integrated SEPA/GMA process for the Downtown Livability Initiative SEPA document.

Non-Project Environmental Analysis

The State Environmental Policy Act (SEPA) (RCW 43.21C) requires government officials to consider the environmental consequences of actions they are about to take and seek better or less impacting ways to accomplish those proposed actions. The adoption of comprehensive plans or other long-range planning activities is classified by SEPA as a non-project, or programmatic, action. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans or programs. SEPA establishes that environmental analysis for a non-project proposal may discuss potential impacts at a level of detail appropriate to the scope and level of planning for the proposal. This environmental document analyzes potential environmental impacts as appropriate to the general nature of this non-project proposal.

Prior Environmental Review

In March 2016, the Planning Commission recommended a set of Land Use Code amendments—referred to as the "Downtown Livability Initiative Early Win Code Amendments"—to the City Council for consideration and action. These amendments comprised a subset of the larger Downtown Livability code amendment project and were identified by the Planning Commission for expedited processing because the Citizen's Advisory Committee recommendation on the topics was unanimous, and the topics were discreet and not complex.

The package of Downtown Livability Early Win Code Amendments included the following recommended amendments, all of which were adopted by the City:

- Expand uses allowed in the Downtown and remove redundant processes,
- Require signage for public spaces that are developed to earn amenity bonus points,
- Require mechanical screening to be architecturally compatible and clarify locational preferences,

- Update streetscape landscaping requirements to improve vegetation survival,
- Expand weather protection requirements to improve walkability of Downtown,
- Revise the Downtown definition to align with boundary changes adopted in the Comprehensive Plan Update, and
- Extend the Major Pedestrian Corridor east to 112th Avenue NE.

A separate programmatic SEPA Environmental Checklist was prepared for these amendments and a Threshold Determination of Non-Significance issued on November 15, 2015.

Scope of Analysis

Land use regulations, in general, provide a framework that guides environmental change but they do not in themselves result in direct physical impacts to the environment. Land use regulations are also intended to anticipate and avoid, reduce or minimize adverse environmental impacts, i.e., they function as mitigation measures. Any impacts associated with legislative adoption of the Land Use Code itself would be indirect in nature; direct, physical impacts would result from public and private parties implementing projects pursuant to the revised code. Environmental review of individual projects would be used to evaluate, and to mitigate where appropriate, site specific impacts.

The environmental analysis in this document includes both responses to the non-project SEPA Checklist questions and four issue papers that address key project issues with a potential for environmental impacts. Responses to non-project SEPA Checklist questions are in Chapter 5, including both questions required through WAC 196-11-960 and supplemental City of Bellevue questions. The scope of SEPA review for each section of the proposed Downtown Land Use Code Amendments and the Downtown Transportation Master Plan major topic areas are shown in Table 9.

Table 9 Downtown Land Use Code Amendments and Downtown Transportation Master Plan Scope of Environmental Review

Topics	Environmental Analysis
Downtown Land Use Code Amendments	
Section 20.25A.10 General	Changes proposed include reorganization for ease of use and new titles and boundaries of overlay districts. These proposed changes are primarily administrative and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.020 Definitions	Changes proposed include reorganization of ease of use and updated definitions to support a consistent understanding of the terms used in the Downtown Land Use Code. These proposed changes are primarily administrative and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.030 Application Review	This section establishes the regulatory framework for downtown development review and proposed changes are for ease of use. The proposed changes are primarily administrative and unlikely to result in direct impacts to the natural or built environment. One proposed amendment would provide a new administrative process to modify provisions of the Land Use Code. This amendment is further described and discussed in the Design Guidelines Issue Paper.
Section 20.25A.040 Nonconforming Uses, Structures and Sites	Proposed amendments would correct internal references, streamline the review process for nonconforming use expansions and allow nonconforming structures that are destroyed to be rebuilt consistent with its nonconformity. These proposed changes are primarily procedural and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.050 Land Use Charts	The majority of amendments to the Land Use Charts were adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. In the current proposal, amendments include updated citations in the transportation and utilities use zone chart notes and a new residential note regarding the Senior Congregate Care Center use in the DNTN-O-2 zone. These minor revisions are unlikely to result in direct impacts to the natural or built environment and are not further discussed as part of this SEPA review.
Section 20.25A.060 Dimensional Standards	Building Height and Form Issue Paper
Section 20.25A.070 FAR/Amenity Incentive System	Amenity Incentive System Issue Paper
Section 20.25A.080 Parking Standards	Proposed changes to parking standards would add visitor and bicycle parking requirements, increase parking structure entry height requirements to allow for accessible vans and allow flexibility to modify parking requirements based on parking studies. These minor revisions are unlikely to result in direct impacts to the natural or built environment and are not further discussed as part of this SEPA review.
Section 20.25A.090 Street & Pedestrian Circulation Standards	The substantive portion of the proposed amendment would widen sidewalk widths; remaining proposed changes are organizational and procedural in nature. These revisions are unlikely to result in direct impacts to the natural or built environment and are not discussed further as part of this SEPA review.

continued on following page

Table 9 Downtown Land Use Code Amendments and Downtown (cont.)

Topics	Environmental Analysis
Section 20.25A.100 Downtown Pedestrian Bridges	Proposed changes would establish the development agreement process [LUC 20.25A.030] as the review procedure for pedestrian bridge location and designplans. This change is unlikely to result in direct impacts to the natural or built environment and is not discussed further as part of this SEPA review.
Section 20.25A.110 Landscape Development	Amendments were adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. In the current proposal, proposed changes would allow for flexibility in changing tree species if necessary and update the linear buffer standards. These minor revisions are unlikely to result in direct impacts to the natural or built environment and are not discussed further as part of this SEPA review.
Section 20.25A.120 Green & Sustainability Factor	This new section is intended to contribute toward improved sustainability through the use of green and sustainable site development measures in the Downtown. All new development would be required to meet a minimum Green Sustainability Factor score that is equivalent to 30% of a parcel with green or sustainable elements. The likely impact of this new section would be beneficial to the natural and built environment; no adverse impacts are anticipated. This section is not discussed further as part of this SEPA review.
Section 20.25A.130 Mechanical Equipment Screening & Location Standards	Amendments were adopted in March 2016 as part of the Downtown Livability Initiative Early Win Code Amendments. No changes are proposed as part of the current proposal.
Section 20.25A.135 Downtown Neighborhood Specific Standards	The proposed changes are primarily organizational and unlikely to result in direct impacts to the natural or built environment. This section is not discussed further as part of this SEPA review.
Section 20.25A.140 Downtown Design Guidelines Introduction	Design Guidelines Issue Paper
Section 20.25A.150 Context	Design Guidelines Issue Paper
Section 20.25A.160 Site Organization	Design Guidelines Issue Paper
Section 20.25A.170 Streetscape & Public Realm	Design Guidelines Issue Paper
Section 20.25A.180 Building Design (Base, Top, Middle)	Design Guidelines Issue Paper
Downtown Transportation Master Plan	**Transportation Issue Paper**

Public Outreach

Public participation is a fundamental goal of the Washington GMA and is central to the update of the Comprehensive Plan. Public engagement provides important opportunities for the community to help shape the plan, to learn more about the city and to build community connections. Recognizing the importance of this goal, WAC 365-196-800 establishes that jurisdictions planning under the GMA must establish procedures for early and continuous public participation in the development and amendment of comprehensive plans and development regulations. Public outreach efforts for the Downtown Livability Initiative and the Downtown Transportation Plan Update are summarized below.

Washington Growth Management Act Goal 11

Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts. (RCW 36.70A.020)

Downtown Livability Initiative

Over the course of the Downtown Livability Initiative, the City has provided a wide range of different ways to participate, including traditional open houses, walking tours, focus group discussions, website review, and participation in public meetings. Major opportunities are summarized below.

Downtown Livability Citizen Advisory Committee (CAC)

The Downtown Livability Citizen Advisory Committee (CAC) was a key element in the City's public outreach process. The CAC convened thirteen times over the course of their work. CAC meetings were announced on the project webpage and noticed to the project mailing list. An opportunity for the public to comment was provided at each CAC meeting. Following each meeting, meeting minutes were provided on the project website.

Open Houses

- **November 2012:** A project scoping and kick-off meeting provided a project overview and introduction and invited comment on the project scope and approach.

- **July 2013:** In order to provide multiple opportunities to participate, open houses covering the same information were held on two different days and times. The open houses provided an update on the project and to invited comment on early work.
- **June 2014:** A public open house provided a project update and invited comment on the CAC's preliminary recommendations.
- **June 11, 2015:** A public open house and community check-in meeting provide an opportunity for interested members of the public to hear in detail about the CAC recommendations, provide input and learn how to stay engaged through the planning commission and City Council processes.

Focus Groups

To gain targeted input from specific stakeholders, focus group meetings were held in March 2013, July 2013 and June 2014, described below.

- In March 2013, focus group meetings were held over the course of eight days. 140 persons representing architects and planners, property owners and developers, brokers, companies and retailers, the former Downtown Plan Advisory Body, institutions and visionaries, residents and employees participated in 18 different focus groups. Topics for focus group discussion included the amenity incentive system, building height and form, quality of the built environment, pedestrian realm, vision for the OLB District along I-405, Downtown parking supply and other code issues. For each topical area, participants were asked what is working well and not so well, what are the key considerations and what suggestions could be provided. Meeting summaries were used to help inform the CAC, staff and public consideration of issues.
- In July 2013, two focus group opportunities were provided in conjunction with the two open houses described above. These meetings provided an update on project progress and specifically on the draft Land Use Code Audits conducted as part of the project. Focus group discussions considered issues related to Downtown design, Downtown connectivity and miscellaneous topics.

- The June 2014 focus groups followed an open house that provided a status report on the project and opportunities to comment on the CAC formation of recommendations. Following the open house, small groups of 10-12 participated in a facilitated discussion, with a full set of meeting notes from these meetings provided to the CAC prior to their final meeting.

Walking Tours

To provide firsthand experience of the Downtown environment, walking tours open to the public were conducted on April 27 and May 1, 2013. Each day featured two tours of Downtown focused on either north or south Downtown. A total of about 45 persons participated in the tours. The CAC was also given the opportunity to do a walking tour with City staff prior to their first formal meeting for orientation.

Community Meetings

On January 16, 2014, City staff provided an update on the Downtown Livability Initiative, focused on interests of Downtown residents, to the Downtown Bellevue Residents Association.

Planning Commission Meetings

Between mid-2014 and February 2017, the Planning Commission met over 20 times to review information, discuss issues and make recommendations on the Downtown Land Use Code. All meetings were open to the public and public comment was invited. Planning Commission meeting information was also posted on the City's website.

Website

Over the course of the project, the City has provided updated project information on a project website to describe the project, invite sign-ups for email/text messages regarding project progress, announce workshops and community meetings, announce CAC, Planning Commission and City Council meetings and provide background information and project reports.

Downtown Transportation Plan

Community outreach for the Downtown Transportation Plan Updated began in the summer of 2011 and included a variety of activities to understand the issues and opportunities related to Downtown mobility. Significant community events included:

Downtown Bicycle Mobility Tours

In September of 2011, staff led, with the support of the Bellevue Downtown Association, several bicycle tours of Downtown Bellevue and beyond. A tour targeted toward Downtown residents provided opportunity for dialog on bicycle facilities and parking that would support bicycle mobility within Downtown. Three separate tours focused on bicycle commuters who rode with staff along routes through nearby neighborhoods to the I-90 Trail/Mountains to Sound Greenway and to two access points for the SR 520 Trail.

Feet First Walking Audits

In fall 2011, the Seattle-based pedestrian advocacy organization Feet First worked with staff to lead Downtown walking tours or "audits." Feet First documented public comments, photographed the events, and provided recommendations in a Downtown Bellevue Walking Audit Report.

Community Open House Events

Three open houses were conducted over the course of the planning process:

- **November 1, 2011:** Open house focused on the major mobility topic areas, roadways, transit, pedestrian and bicycle.
- **November 29, 2012:** A key topic in the joint open house with the Downtown Livability Initiative was downtown mobility.
- **April 24, 2013:** Preliminary recommendations of the Downtown Transportation Plan Update were highlighted at the Spring Transportation EXPO.

Stakeholder Outreach

City staff provided updates and fielded questions at meetings of organizations that have a significant interest in Downtown mobility. These include the Bellevue Downtown Association, the Bellevue Chamber of Commerce, the Building Owners and Managers Association, the Eastside Transportation Association, representatives of the hospitals in the Medical District, and individual Downtown businesses.

Community and Professional Organizations

City staff provided information and discussed the Downtown Transportation Plan with the Bellevue Network on Aging and its affiliated community partnership; the Eastside Easy Rider Collaborative. Staff also provided presentations to the American Society of Civil Engineers and the Institute of Transportation Engineers.

Transportation Commission

Beginning in 2011, the Transportation Commission met over 29 times to review information, discuss issues and make recommendations on the Downtown Transportation Plan. All meetings were open to the public and public comment was invited. Planning Commission meeting information was also posted on the City's website.

Website

Over the course of the project, the City has provided updated project information on a project website to describe the project, invite sign-ups for email/text messages regarding project progress, announce workshops and community meetings, announce Transportation Commission and City Council meetings and provide background information and project reports.

4

SEPA Environmental Checklist Part B: Environmental Elements

As described in the Section 1 (Proposal Overview and Summary), the proposed Comprehensive Plan Update is a GMA action and environmental review is being conducted in an integrated SEPA/GMA document. Environmental documentation contained in the Proposal Overview, Parts A and D of this Environmental Checklist, and the attached issue papers provide the basis for the City's threshold determination. Part B is not required to be completed in an integrated SEPA/GMA document [WAC 197-11-235(3)(b)] and is not included in this document.

5

SEPA Environmental Checklist Part D: Supplemental Sheet for Nonproject Actions

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

   As a non-project action, the proposal would not directly impact water, air quality, noise or release of hazardous substances. However, project-level urban development, such as new commercial and residential development, can cause impacts to these types of environmental resources. Future project-level development consistent with LUC 20.25A, as amended, and development projects resulting from the updated Downtown Transportation Master Plan, could result in such impacts. Specific measures have been incorporated into the proposal would help mitigate impacts and

potentially result in a beneficial impact on these elements of the environment. These measures include:

- *LUC 20.25A.120, Green and Sustainability Factor* would increase the use of green and sustainable elements in urban developments, including enhanced landscaping, green roofs, green walls, and permeable paving.
- *LUC 20.25A.070, FAR/Amenity Incentive System,* includes measures to encourage pedestrian and bicycle mobility and sustainable development.
- *Bicycle and pedestrian improvements proposed as part of the Downtown Transportation Master Plan,* are intended to encourage increased bicycle and pedestrian mobility in the Downtown and reduced reliance in vehicular transportation.

In addition, future project specific development proposals within the City that may result in the impacts identified in the question would be reviewed consistent with all applicable provisions of the Bellevue Land Use Code and the City of Bellevue environmental review process.

Proposed measures to avoid or reduce such increases are: Please see the response to Question D.1, above.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As a non-project action, the proposal would not directly impact plants, animals or marine life. In addition, the Downtown Subarea is a largely developed area that does not contain any designated habitat areas. Consequently, the potential for future project-level development to impact plants, animals or marine life within the study area is unlikely to be significant.

Stormwater runoff associated with new development could impact plant and animal habitat outside of the Downtown Subarea. Future development projects would be reviewed consistent with current applicable provisions of the Bellevue Municipal Code, including BMC 24.06, Storm and Surface Water Utility Code. In addition, measures incorporated into the proposal would help

mitigate impacts to stormwater runoff that could affect plant and animal habitat in surrounding areas:

- *LUC 20.25A.120, Green and Sustainability Factor* would increase the use of green and sustainable elements in urban developments, including enhanced landscaping, green roofs, green walls, and permeable paving.
- *LUC 20.25A.070, FAR/Amenity Incentive System,* includes measures to encourage pedestrian and bicycle mobility, reducing reliance on vehicular mobility, and sustainable development.
- *Bicycle and pedestrian improvements proposed as part of the Downtown Transportation Master Plan,* are intended to encourage increased bicycle and pedestrian mobility in the Downtown and reduced reliance in vehicular transportation.

Proposed measures to protect or conserve plants, animals, fish, or marine life are: Please see the response to Question D.2, above.

3. How would the proposal be likely to deplete energy or natural resources?

As a non-project action, the proposal will not deplete energy or natural resources. However, project specific development proposals within the City that may result in increased energy consumption and would be reviewed consistent with the City of Bellevue SEPA procedures and requirements of the applicable service provider.

Proposed measures to protect or conserve energy and natural resources include:

- *LUC 20.25A.120, Green and Sustainability Factor* would increase the use of green and sustainable elements in urban developments, including enhanced landscaping, green roofs, green walls, and permeable paving.
- *LUC 20.25A.070, FAR/Amenity Incentive System,* includes measures to encourage pedestrian and bicycle mobility, reducing reliance on vehicular mobility, and sustainable development.

- *LUC 20.25A.180D.2, Maximize energy efficiency in tower orientation and articulation,* contains measures to build building energy performance in downtown towers.
- *The proposed Downtown Transportation Master Plan* is intended to increase mobility options for all modes of travel, including transit, bicycle, pedestrian and vehicular travel. The Plan's focus on multi-modal mobility is intended to encourage increased bicycle and pedestrian mobility in the Downtown and reduce reliance in vehicular transportation, which would help to conserve energy and natural resources.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The Downtown Subarea is entirely contained within a designated urban area and does not contain or adjoin any designated environmentally sensitive areas, agricultural, forest or wilderness areas, or wild and scenic rivers. No impacts to these features are anticipated and no mitigation is proposed.

The proposed land use code amendments provide for enhancing, protecting and preserving open space in the Downtown Subarea. Proposed measures include:

- *LUC 20.25A.070, Amenity Incentive System* would include encouraged improvements to the Pedestrian Corridor, development of public outdoor plazas, donation of park property, improvement of public park property, and development of active recreation areas, as amenities under the Amenity Incentive System.
- *LUC 20.25A.090.C.1 Major Pedestrian Corridor,* carries forward existing guidance for preserving and enhancing the Pedestrian Corridor.
- *LUC 20.25A.140—180, Design Guidelines,* provide general

and specific guidance for preserving, protecting and enhancing public open space, including:

- » A predominate goal of the Design Guidelines is "To advance the theme of "City in a Park" for Downtown, create more green features and public open space, and promote connections to the rest of the park and open space system." *(20.25A.140)*
- » Guidance for the relationship of development to publicly accessible open space, including solar access and accessibility. *(20.25A.150.B)*
- » Guidance for maximizing sunlight on open spaces. *(20.25A.150.E)*
- » Guidance for organizing site development areas to include open spaces that encourage active and passive recreation, spontaneous and planned events, and the preservation of the natural environment. *(20.25A.160.E)*
- » Guidance to locate the base of buildings harmoniously with parks and open space, locate towers away from parks and open space, and integrate open space into rooftop elements. *(20.25A.180)*

Historic and cultural resources would continue to be protected through project-level SEPA review of development proposals. In addition, the proposed land use code amendments include measures to preserve historic or cultural sites, including:

- The proposal carries forward the existing intent of the Downtown—Old Bellevue District to preserve the historic qualities of this district. *(20.25A.010.B)*
- The proposed Amenity Incentive System would add historic preservation of physical sites/buildings and documentation of historic and cultural resources as amenities in the Amenity Incentive System. *(20.25A.070)*

Proposed measures to protect such resources or to avoid or reduce impacts are: Please see the response to question D.4, above

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Adoption of the proposed actions would establish an updated regulatory framework for future site-specific development in the Downtown Subarea. As described in Chapter 3, the proposed Land Use Code amendments are part of a larger city initiative to make the Downtown more people-friendly, vibrant and memorable and to add to the amenities that make for a great urban center.

The proposed regulatory amendments do not change nature or type of permitted land uses and are consistent with the policy guidance provided in the Downtown Subarea Plan. The proposal is not expected to result in any land uses that are incompatible with existing plans. Because the Downtown Subarea is not adjacent to nor contain any designated shoreline areas, proposed regulations are not anticipated to allow or encourage shoreline uses that are incompatible with existing plans.

The proposed code amendments allow for increased building heights, subject to the proposed Amenity Incentive System. Assuming development pursuant to the new code, Downtown's future land use pattern would remain very similar to what exists today but would become incrementally more intensive over time in some zoning districts. Potential impacts associated with increased building heights and the FAR/Amenity Incentive System are discussed in the Building Height and Form and Amenity Incentive System issue papers.

The proposed Downtown Transportation Master Plan is intended to advance the adopted vision for Downtown Bellevue, accommodate the anticipated travel demands from the 2030 land use forecast, plan for multiple modes of travel within and to and from Downtown Bellevue and minimize traffic impacts on neighborhoods. Actions identified in the proposed Plan would support existing and planned land use and are not anticipated to result in any land use conflicts.

The proposal has been reviewed for consistency with the Washington Growth Management Act, the Puget Sound Regional Council Vision 2040 and the King County Countywide Planning Policies. Please see the policy discussion in Chapter 3, Proposal Overview.

Proposed measures to avoid or reduce shoreline and land use impacts are: Please see the response to question D.5, above.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As a non-project action, the proposal would not directly impact demand on transportation or public services or utilities. The proposal is consistent with the City's adopted Comprehensive Plan, which establishes growth targets through 2035.

Specifically, the proposed Downtown Transportation Master Plan is intended to advance the adopted vision for Downtown Bellevue, accommodate the anticipated travel demands from the 2030 land use forecast, plan for multiple modes of travel within and to and from Downtown Bellevue and minimize traffic impacts on neighborhoods. Proposed actions are intended to increase mobility through enhanced pedestrian and bicycle connections and increased transit coverage.

Proposed measures to reduce or respond to such demand(s) are: Please see the response to Question D.6, above.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Because the proposal incorporates measures to protect the environment and is consistent with the City's adopted development regulations and Comprehensive Plan, no conflicts with local, state or federal laws for the protection of the environment are anticipated.

In addition, the proposal has been reviewed for consistency with the Washington Growth Management Act, the Puget Sound

Regional Council Vision 2040 and the King County Countywide Planning Policies. No conflicts with local, state or federal laws for the protection of the environment have been identified.

Supplemental City of Bellevue Questions

1. **State the major conclusions, significant areas of controversy and uncertainty:**

   The proposed amendments to the Land Use Code for the Downtown Bellevue Subarea are intended to advance implementation of the Downtown Subarea Plan, in particular the Plan's central theme of making Downtown more viable, livable, and memorable. The updated Downtown Transportation Plan is also intended to advance the adopted vision for Downtown Bellevue, with an emphasis on planning for transportation projects that would plan for multiple modes of travel within and to and from Downtown Bellevue.

   Key elements of the proposal that, including the updated Downtown Transportation Plan, are discussed more specifically in Chapter 6. The major conclusions of the analysis are as follows:

   - Many of the proposed land use code amendments consist of minor revisions, updates to reflect current conditions, reorganization for ease of use, or procedure changes and are unlikely to result in any significant adverse environmental impacts.
   - Substantive changes are proposed to 20.25A.060 (Dimensional Charts), 20.25A.070 (FAR/Amenity Incentive System), 20.25A.120 (Green and Sustainability Factor), 20.25A.140 -180 (Design Guidelines), discussed below.
     - » *20.25A.060—Dimensional Charts.* The primary change to the dimensional charts is to allow increased height through the amended Amenity Incentive System. In general, the proposed Code would continue the established "wedding cake" pattern of building heights in downtown—tallest in the central core, and tapering

down towards the edges of downtown to buffer adjacent low density residential neighborhoods. This stepping down in height, and the application of design guidelines to properties at the borders, would continue to help protect adjacent neighborhoods from extreme contrasts in height, bulk and intensity.

Assuming development pursuant to the new code, Downtown's future land use pattern would remain very similar to what exists today but would become incrementally more intensive over time in some zoning districts. The most dramatic changes relative to current standards for building height and development form would occur in the OLB districts along 112th Ave NE south of Main St, adjacent to I-405 and the future light rail station, where new buildings could be significantly larger in scale. Maximum heights in this area would increase from 90 feet to 230 feet between Main St and NE 4th St, and to 430 feet between NE 4th St and NE 8th St. Maximum FAR would increase from 3.0 to 5.0. Maximum heights in the downtown core district would increase from 450 feet to 600 feet.

The maximum heights permitted in the Code will not likely materialize in all districts or be used by all future projects and would occur over time. Based on development projects constructed over the past three decades, the City has documented that only approximately 50 percent of downtown projects used the amenity bonus to achieve maximum available heights and less than 80 percent achieve maximum FAR (City of Bellevue, Draft Land Use Code Audit, June 2013).

» *20.25A.070—FAR/Amenity Incentive System.* The proposed revisions to the FAR/Amenity Incentive System are intended to 1) continue to promote the City's downtown livability goals, and 2) recognize and provide effective incentives for current downtown economic and market conditions. Proposed changes to the

incentives would delete amenities that 1) have not been used, such as childcare services, 2) are now mandatory requirements, such as pedestrian-oriented frontage, or 3) are currently standard development practices rather than amenities, such as underground parking. New amenities are proposed that are most important to achieving downtown livability and the desired future for Downtown. Collectively, these changes are not anticipated to result in any significant adverse environmental implications and, depending on how they are implemented, may result in beneficial implications for downtown livability.

» *20.25A.120—Green and Sustainability Factor.* The proposed Green and Sustainability Factor would be required of all new downtown development, and is intended to help soften and mitigate impacts of dense urban development. The primary impact of this change is likely to be beneficial, with improved sustainability, including potential reduced stormwater runoff, increased walking and biking mobility, use of native and drought tolerant plants, and increased use of green building technologies such as green roofs and green walls. This feature of the proposal is likely to have beneficial implications to the natural and built environment. No significant adverse environmental impacts are identified.

» *20.25A.140-180—Design Guidelines.* The Downtown Design Guidelines have been consolidated, reorganized and streamlined to improve usability. Overall, however, both the draft and existing guidelines continue to support adopted Comprehensive Plan direction in seeking to "… ensure high quality, aesthetically pleasing Downtown development" (S-DT-10). From an environmental perspective, the proposed design guidelines help to avoid or mitigate potential development impacts on aesthetics and land use compatibility, pedestrian mobility and pedestrian-friendly design, open space, and on-site vehicular circulation and parking. Environmental impacts

are likely to result in beneficial or neutral impacts on the environment.

- The transportation system proposed by the Downtown Transportation Plan will accommodate forecast growth through 2030 in a transportation system that balances the needs of multiple transportation modes. Key findings for each mode of transportation are summarized below:
  - » *Vehicles and roadways.* Delay will increase in the PM peak hour compared to existing conditions, but adoption of the proposed amendments to the Land Use Code will help to mitigate this increase and no significant adverse environmental implications are anticipated.
  - » *Transit.* Improvements in transit coverage, capacity, speed and reliability will improve downtown mobility. Potential impacts, if any, on non-transit traffic would be addressed in future corridor studies and related environmental review.
  - » *Pedestrians.* Proposed pedestrian improvements would improve downtown pedestrian mobility. Potential impacts of mid-block crossings on vehicular traffic flow would be assessed on a project-specific basis and related project-level environmental review.
  - » *Bicycles.* Proposed bicycle improvements would improve downtown bicycle mobility. Some bicycle-specific improvements, such as sharrows, protected lanes and green lanes, could impact traffic operations on roadways where they are implemented. Potential impacts would be assessed through corridor studies or on a project-specific basis and associated environmental review.

Overall, proposed Land Use Code amendments and the Downtown Transportation Plan are anticipated to result in neutral or positive impacts to the environment.

2. State the issues to be resolved, including the environmental choices to be made among alternative courses of action:

From a high-level perspective the primary issue to be resolved is how to achieve the City's vision for a livable and vibrant Downtown, consistent with the vision established in the Downtown Subarea Plan. Environmental choices and options have been considered in a lengthy review process by the Downtown Livability Initiative Citizen's Advisory Committee for the proposed Land Use Code amendments and by the Downtown Transportation Plan Citizen's Advisory Committee for the Downtown Transportation Plan. See the discussion in Chapter 3 and the respective final reports for each advisory committee. In addition, the Transportation Commission and Planning Commission have considered environmental choices and options over the course of their public deliberation processes, consisting of over 50 public meetings, collectively between the two commissions.

3. State the impacts of the proposal, including any significant adverse impacts that cannot be mitigated:

No significant environmental impacts are anticipated as a result of the proposal. Impacts that may occur would be minor in extent and degree or could be addressed by the existing regulatory framework. Overall, impacts are likely to be neutral or beneficial. For example, the Amenity Incentive System would ensure that public amenities are provided as building heights are allowed to increase. The Green and Sustainability Factor would establish a minimum threshold requirement for incorporation of environmental sustainability elements into new development.

As noted in the proposed Downtown Transportation Plan, forecast growth will result in an increase in vehicle trips. The Downtown Transportation Plan would promote increased multimodal mobility, which may reduce the overall level of vehicular use and associated impacts to air quality, stormwater runoff quality and greenhouse gas emissions. Potential impacts of some bicycle and pedestrian improvement projects on vehicular traffic flow would be assessed in specific corridor or project-level studies and associated environmental review.

4. Describe any proposed mitigation measures and their effectiveness:

As noted above, no significant adverse environmental impacts are identified for the proposal and no mitigation is proposed. Overall, impacts are likely to be neutral or beneficial. To the extent that project-level mitigation may be needed for future development projects, the proposed regulations and plan provide an important element of an overall citywide program to mitigate the impacts of growth, in conjunction with the City's other development and environmental regulations.

6

Environmental Issue Papers

Introduction

The issue papers contained in this chapter provide background information, a review of existing and proposed policy changes, and an environmental analysis of potential implications associated with proposed new or amended policies. Each issue paper begins with a summary table that highlights key issues and related SEPA implications, followed by a more complete discussion of these issues and existing conditions.

Building Height and Form

This issue paper discusses the potential impacts of proposed Downtown Livability Initiative amendments to land use code provisions relating to building height and form. Impacts to several interrelated elements of the environment are addressed, including views, wind, shadows, and light and glare. The proposed amendments would allow more intensive development of high-rise buildings in portions of downtown Bellevue, as expressed in permitted height and floor area ratio (FAR). Potential adverse impacts from construction of more intensive buildings generally include the following: (1) limiting or obstructing views of the sky and surrounding landscape and natural features; (2) increasing wind turbulence at ground level; (3) casting or increasing shadows on public spaces and sidewalks; and (4) generating additional light and glare. The impact

Floor Area Ratio

Floor area ratio is the ratio of total square feet of a building to the total square feet of the property on which it is located.

assessment is based on the incremental changes in permitted building height and form that would occur if the proposed code is adopted by the City Council and how the proposed code addresses the potential impacts of this change. The changes in height and form would occur in an urban downtown area that is already developed intensively and would result from redevelopment of individual properties over time. Key conclusions related to environmental implications are summarized in Table 10, below and discussed in further detail in the balance of this issue paper.

Table 10 Key Building Height and Form Issues and Environmental Implications

Key Issues	Environmental Implications
Views	Taller buildings could partially obstruct or block some existing views of surrounding mountains, water, the downtown Seattle skyline and the sky from some buildings, open spaces or sidewalks. The degree of change in potential view impacts relative to existing building height would depend on specific locations, design and orientation of future buildings. Neither the current or proposed codes protect private views. Taller high-rise buildings would also increase view opportunities, and could also increase the prominence, variety and attractiveness of Bellevue's skyline.
Sun and Shadow	High-rise buildings can cast or increase shadows on adjacent parks, publically accessible open spaces and pedestrian corridors. Potential impacts are addressed in draft design guidelines and would require mitigation through project design.
Wind	High-rise buildings can channel and accelerate wind conditions at ground level, resulting in discomfort for pedestrians. Potential impacts are addressed in draft design guidelines and would be mitigated for specific projects.
Light and Glare	Lighting of buildings and sites can spill over and effect adjacent sites. Reflective building surfaces and glazing can generate glare to drivers, pedestrians, and building occupants. Potential impacts are addressed in draft design guidelines and would require mitigation through project design.

Background

Current Height and Floor Area Standards

Current downtown zoning districts and perimeter design/overlay districts are shown on Figure 2 on page 23. The Land Use Code establishes the uses and dimensional standards that apply to each district and sub-district. Existing and proposed building height and floor area ratio (FAR) are summarized by zoning district in Table 11 on the following pages. The current downtown code establishes a "base" and "maximum" building height and FAR for each zoning district. Maximum height and maximum FAR can be achieved only by using the code's incentive system, which grants increases in height and FAR for projects that incorporate desirable design features and public amenities into proposed buildings. Current maximum building heights range from a high of 450 feet in the DT-0-1 district, 288 feet in the DT-0-2 district, and dropping to between 90 and 105 feet in the OLB districts(s) located along 112th Ave SE adjacent to I-405. Maximum FAR ranges from a high of 8.0 to 10.0 (effective) in the DT-O-1 district, and reducing to 3.0 in the OLB district. Height and FAR are further reduced in the perimeter design districts to achieve a transition to surrounding lower density residential neighborhoods.

Views

Downtown Bellevue provides views of the surrounding landscape and natural features from numerous locations, including streets, public and private buildings, city parks and open spaces. Major visual features include Mt. Rainier, the Cascade and Olympic Mountains, Lake Washington, and the Seattle skyline. The broadest and most encompassing views are available to downtown residents and workers from the higher floors of high-rise buildings. The downtown Bellevue skyline itself is also a notable visual feature from numerous locations and it has become more prominent as downtown has developed over the past several decades.

Table 11 Proposed New Base FARs and Heights

Downtown Land Use District	Building Type	Current Basic FAR	Current Max FAR	New Base FAR	New Max FAR (PC Proposed)
DT-O-1	Nonresidential	5.0	8.0	**6.75**	**8.0**
	Residential	5.0	Unlimited—effectively 10.0	**8.5**	**10.0**
DT-O-2 North of NE 8th St	Nonresidential	4.0	6.0	**5.0**	**6.0**
	Residential	4.0	6.0	**5.0**	**6.0**
DT-O-2 East of 110th Ave NE	Nonresidential	4.0	6.0	**5.0**	**6.0**
	Residential	4.0	6.0	**5.0**	**6.0**
DT-O-2 South of NE 4th St	Nonresidential	4.0	6.0	**5.0**	**6.0**
	Residential	4.0	6.0	**5.0**	**6.0**
DT-MU	Nonresidential	0.5	3.0	**3.25**	**5.0**
	Residential	2.0	5.0	**4.25**	**5.0**
DT-MU-Civic Center	Nonresidential	0.5	3.0	**3.25**	**6.0**
	Residential	2.0	5.0	**4.25**	**6.0**
DT-OLB North	Nonresidential	0.5	3.0	**2.5**	**3.0**
	Residential	2.0	3.0	**2.5**	**3.0**
DT-OLB Central	Nonresidential	0.5	3.0	**2.5**	**6.0**
	Residential	2.0	3.0	**2.5**	**6.0**
DT-OLB Central	Nonresidential	0.5	3.0	**2.5**	**5.0**
	Residential	2.0	3.0	**2.5**	**5.0**
DT-OB	Please see Perimeter Overlay A-2 and B-1 for Old Bellevue FAR and height parameters. Perimeter Overlays cover all of the Old Bellevue underlying zoning.				
DT-R	Nonresidential	0.5	0.5	**0.5**	**0.5**
	Residential	2.0	5.0	**4.25**	**5.0**
Perimeter Overlay A-1 (DT-MU & DT-R underlying zoning)	Nonresidential	0.5	1.0 in MU; 0.5 in R	**1.0 in MU; 0.5 in R**	**1.0 in MU; 0.5 in R**
	Residential	2.0	3.5	**3.0**	**3.5**
Perimeter Overlay A-2 (DT-OB & DT-MU underlying zoning)	Nonresidential	0.5	1.0	**1.0**	**1.0**
	Residential	2.0	3.5	**3.25**	**3.5**
Perimeter Overlay A-3 (DT-MU underlying zoning)	Nonresidential	0.5	1.0	**1.0**	**1.0**
	Residential	2.0	3.5	**3.25**	**5.0**
Perimeter Overlay B-1 (DT-MU, CT-OB, & DT-R underlying zoning)	Nonresidential	0.5	1.5 in MU; 1.0 in OB; 0.5 in R	**1.5 in MU; 1.0 in OB; 0.5 in R**	**1.5 in MU; 1.0 in OB; 0.5 in R**
	Residential	2.0	5.0	**4.25**	**5.0**
Perimeter Overlay B-2 (DT-MU underlying zoning)	Nonresidential	0.5	1.5	**1.5**	**1.5**
	Residential	2.0	5.0	**4.25**	**5.0**
Perimeter Overlay B-3 (DT-MU underlying zoning)	Nonresidential	0.5	1.5	**1.5**	**1.5**
	Residential	2.0	5.0	**4.25**	**5.0**

**Building height trigger for additional code requirements not applicable.*

Current Basic Height (ft)	Current Max Height & Max Height with "15'/15% rule" as applicable (ft)	New Max Height including "15'/15% rule" as applicable (PC proposed; ft)	New Basic Height & Building Height Trigger for Additional Code Requirements (ft)
200	345/450	**600**	**345**
200	450	**600**	**450**
150	250/288	**460**	**288**
150	250/288	**460**	**288**
150	250/288	**403**	**288**
150	250/288	**403**	**288**
150	250/288	**345**	**288**
150	250/288	**345**	**288**
60	100/115	**230**	**115**
150	200/230	**288**	**230**
60	200/230	**403**	**230**
150	250/288	**403**	**288**
75	75/90	**90**	**90***
75	90/105	**105**	**105***
75	75/90	**403**	**90**
75	90/105	**403**	**105**
75	75/90	**230**	**90**
75	90/105	**230**	**105**
60	65/75	**75**	**75***
150	200/230	**230**	**230***
30	40	**40**	**40***
30	55	**55**	**55***
30	40	**40**	**40***
30	55	**70**	**55**
30	40	**70**	**40**
30	55	**70**	**55**
30	65/72	**72**	**72***
45	90/99	**99**	**99***
30	65/72	**72**	**72***
45	90/99	**176-264**	**99**
30	65/72	**72**	**72***
45	90/99	**220**	**99**

The City has adopted a number of policies and regulations that address consideration or protection of views. The Comprehensive Plan Urban Design Element generally directs the City to "protect and enhance views of water, mountains, skylines or other unique landmarks from public places as valuable assets" [UD-23]. The Plan also calls on the City to ensure access to sunlight and avoid shadows on public places [UD-32], and to "identify and maintain prime views from public places, through regulations and standards" [UD-34]. Collectively, existing policies are focused on views from public, not private places.

Other adopted policies recognize public and private open spaces and trees as parts of downtown's visual character [UD-20, UD-22].

A primary objective of the Downtown Subarea Plan is to achieve and enhance livability, and several policies identify the importance of open space to the urban environment. Policy S-DT-37, for example, provides direction to design guidelines to link building intensity to a number of factors, including compatibility with surrounding buildings and maintenance of view corridors.

The current Land Use Code contains several design guidelines specific to protection of views downtown. In the Core design district, sub-section 20.25A.100.E.6 identifies generic "view preservation corridors" which retain views of Lake Washington, the Seattle skyline, and the Olympic and Cascade Mountains from "major public spaces" and the "major pedestrian corridor." Identification and preservation of these views must be considered in the siting, orientation and bulk of structures in the Core design district.

View corridors are not mapped or otherwise identified specifically in the code or Comprehensive Plan; the City has relied on design review of individual projects to identify and preserve view corridors. Mitigating impacts to views typically requires a reduction in building height, bulk, design and/or orientation. In situations where there is sufficient policy support, the City can also use its SEPA substantive authority to mitigate impacts to the environment, including views.

Most cities, including Bellevue, focus any protection efforts on views from public places and do not regulate impacts to views from or to private property.

20.25A.110.B.3, which applies to all of downtown, directs the City to consider the possible negative impact of buildings on views from existing buildings and redevelopment sites. The availability of public views from public spaces—such as streets/intersections, parks and plazas—should also be considered. This consideration occurs during design review and SEPA review of individual projects.

Wind, Shade and Shadow, Light and Glare

The Land Use Code addresses the effects of wind, sun/shadows and light and glare through criteria that are considered during the design review of proposed new buildings. Current criteria include designing building form and placement to minimize shading of surrounding open spaces and public areas; and designing buildings to shelter pedestrians and publically accessible areas from excessive winds [20.25A.110.A.3].

Other design criteria require that light and glare impacts on major public facilities, streets and major public open spaces be considered and mitigated. Examples of mitigation measures include use of low reflecting building materials, reorientation of buildings or use of screening devices [20.25A.110.A.5]. The City can also use its SEPA substantive authority in an appropriate case to mitigate impacts from wind, shading, light and glare.

Downtown Livability CAC Review

The CAC considered height and form options in six geographical areas of Downtown as shown in Figure 10. The CAC's review of building height and form was informed by three dimensional modeling of existing and potential development in each of these areas.

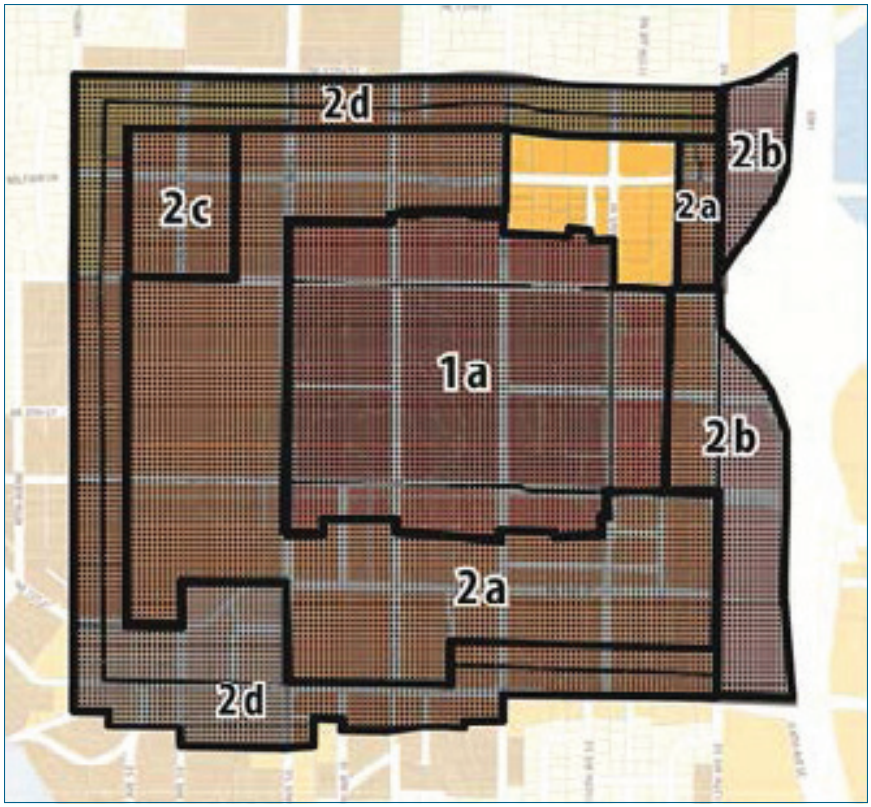


Figure 10 Downtown Height and Form Analysis Areas
Source: City of Bellevue

CAC discussion of building height and form focused on the following issues:

- The wedding cake concept has generally been successful for Downtown Bellevue. Some modifications may be warranted, and should recognize that height and density are particularly sensitive issues in the Perimeter Areas on the edges of Downtown.
- Interest in how additional height might be used to achieve a more memorable, iconic Bellevue skyline.
- Interest in exploring potential height increases in the Downtown core where the current limit is 450 feet, in exchange for extraordinary amenities. Based on building blocks of 150 feet, 600 feet is the next logical step for maximum height.

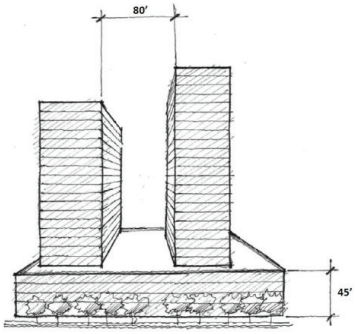
- Explore height increases for iconic roof features (non-occupiable space) based on a set of design criteria.
- May be some opportunities to allow additional height in areas outside the Downtown core in exchange for extraordinary amenities, including more open space or pedestrian connections.
- The DT-OLB District in particular should be analyzed for potential height and density increases; given its proximity to the freeway and to light rail.
- Residential and nonresidential/office towers have different floorplate needs, and thus the same density results in different building heights. Residential buildings typically haves smaller floorplates to allow for light and air into units and to maximize use of each story. Office typically desires larger floorplates from a construction efficiency and tenant perspective.
- Members of the CAC had mixed opinions on equalizing residential and nonresidential height and density provisions in DT-MU district. Some felt residential buildings should continue to be allowed to be taller and of higher density. There was some concern about allowing higher office towers in DT-MU district with significantly larger floorplates than residential towers, but also a sense that Downtown residential no longer "needs" a density/height incentive.

Proposed Changes to Building Height and Form

Proposed changes to building height and FAR are shown in Table 11 on page 88. Proposed changes could result in significantly taller buildings in many downtown zoning districts—up to 150 feet higher/600 feet maximum in the central core (DT-0-1 and DT-0-2 zones). The draft Code establishes a base and maximum height for residential and non-residential uses in each zoning district. However, under the draft Code, basic height and FAR would be permitted outright; no "mandatory" amenities would be required. In order to compensate for changes to amenities in the incentive system, proposed base heights would be increased to the levels of maximum heights in the current Code.

The current Code height and FAR distinctions between residential and non-residential buildings in some districts would be eliminated, except in perimeter overlay districts. This distinction, which was originally intended to encourage residential development downtown, has achieved its purpose and is no longer needed.

Building bulk, as expressed in maximum FAR, would not change in many downtown zoning districts, but would be increased substantially in the Mixed Use, Mixed Use Civic Center and OLB districts in the eastern portion of downtown. Building floorplate sizes would be reduced for the upper stories of buildings (above 80 feet) compared to current standards. Building height, FAR and floorplate size work together to determine building form. The overall effect of the Code's proposed changes to these components of design would be to encourage taller, slimmer high-rise buildings with a well-defined, and well-designed, base, middle and tower.



Currently, the Land Use Code does not regulate separation between towers. The draft Code proposes an 80-foot minimum tower spacing requirement above 45 feet to provide separation and ensure light and air between adjacent buildings (see illustration to left). This would avoid undue pressure to construct buildings closer because of high development demand and land costs.

In general, the proposed Code would continue the established "wedding cake" pattern of building heights in downtown—tallest in the central core, and tapering down towards the edges of downtown to buffer adjacent low density residential neighborhoods. This stepping down in height, and the application of design guidelines to properties at the borders, would continue to help protect adjacent neighborhoods from extreme contrasts in height, bulk and intensity.

Assuming development pursuant to the draft Code, Downtown's future land use pattern would remain very similar to what exists today but would become incrementally more intensive over time in some zoning districts. The most dramatic changes relative to current standards for building height and development form would occur in the OLB districts along 112th Ave south of Main St, adjacent to

I-405 and the future light rail station, where new buildings could be significantly larger in scale. Maximum heights in this area would increase from 90 feet to 230 feet between Main St and NE 4th St, and to 430 feet between NE 4th St and NE 8th St. Maximum FAR would increase from 3.0 to 5.0. As noted, maximum heights in the downtown core district would increase from 450 feet to 600 feet.

The maximum heights permitted in the Code will not likely materialize in all districts or be used by all future projects and would occur over time. Based on development projects constructed over the past three decades, the City has documented that only approximately 50 percent of downtown projects used the amenity bonus to achieve maximum available heights and less than 80 percent achieve maximum FAR.[1] For more information about the proposed amenity incentive system, please see the Amenity Incentive System Issue Paper. The maximum heights indicated in the draft Code for each downtown zoning district, therefore, likely express a maximum impact and "worst case" for purposes of environmental analysis.

Increasing permitted height in the downtown is intended to accomplish a number of stated objectives and to produce several positive impacts. It would help the City accommodate a significant portion of Bellevue's projected population and employment growth in the Downtown, as planned for in the Comprehensive Plan. By building up rather than out, it would use available land supply in a more efficient manner. Providing incentives to achieve increased height and enhanced roof design is also intended to encourage the City's skyline to become more varied, prominent and visually distinctive over time.

1 *City of Bellevue. Draft Downtown Livability Land Use Code Audits. June 19, 2013.*

Environmental Implications

Overall, this evaluation does not identify significant adverse impacts resulting from the adoption of proposed changes to building height and form in the downtown Land Use Code. While some impacts will likely result indirectly from the proposal, they are not considered to be significant for the following primary reasons. First, the context in which new development, and therefore future impacts, will occur is an urban downtown which has been developing intensively with high-rise office and residential for several decades. The type and form of development permitted by the proposed Land Use Code is not different in kind from what currently exists. Second, while proposed increases in height are substantial in some cases, they are considered incremental within downtown's context. Downtown Bellevue is already characterized by high-rise towers, and the proposal reflects a recognition and adjustment to the realities of current land costs and development markets—more intensive development is necessary to justify land and development costs. FAR is not increasing in most downtown zoning districts, and floorplate size is being reduced (above 80 feet), so the form of development encouraged by the proposed code is taller but slimmer buildings. Height in itself is not an adverse impact but depends on context. Third, the Land Use Code's approach is to offer additional height as an incentive in exchange for desirable public amenities, and to help achieve a livable downtown environment and distinctive urban center. Positive impacts, therefore, will occur in conjunction with increases in height. Finally, the proposed Code has been developed based on extensive analysis of what has and has not worked well in downtown Bellevue over several decades; framed by several key principles and objectives; and with consideration of extensive public input. The Code is, in effect, intended to push building design in positive directions and to mitigate impacts that could otherwise occur.

Planning and regulating an intensively developed, mixed-use residential and employment center unavoidably involves some trade-offs and impacts to some aspects of the natural and built environments. The "City in a Park" concept that is guiding downtown

planning is an expression of how various components of the environment can potentially be balanced to achieve an objective. In an urban downtown, some view obstruction and shadow effects, for example, are unavoidable. The Code's design guidelines and design review process, and SEPA review of individual projects, provide opportunities for the City to identify, consider and mitigate any impacts that could be significant in specific cases, based on proposed plans and designs.

Views

Taller buildings constructed in an intensively developed downtown have the potential to obstruct existing views from adjacent high-rise buildings, from open spaces and from pedestrian corridors. This extent of any impact to views will depend on the location, height, orientation and design of future buildings, which cannot be predicted. As at present, the Land Use Code will use the design review process and SEPA review of individual proposals to assess compliance with City policies relating to views.

Existing policy support for view protection contained in the Comprehensive Plan and Downtown Subarea Plan, discussed above, has not changed. However, the Land Use Code's draft design guidelines specifically address views and view protection in only limited situations. These include minimizing impacts on view corridors from pedestrian bridges (20.25A.100.D.11) and maximizing views of the sky from public spaces (20.25A.150.E). The draft Code does not specifically identify any other locations, or any specific views or view corridors that should be protected. In general, the design guidelines focus more on ensuring access to the sun and preserving views of the sky and publically accessible spaces, rather than protecting territorial views.

In June 2016, the City Council conducted a study session on the downtown Code and considered, among other things, the desirability of continuing to protect the view corridor of Mt. Rainier from the City Hall concourse. Doing so would require modifying proposed code changes for the Downtown OLB district to limit the height, bulk and/

or location of buildings on several potential redevelopment sites on 112th Ave. SE, including the Sheraton, Red Lion, Hilton and Bellevue Club sites. This area is adjacent to I-405 and near the proposed East Main light rail station, and the proposed code proposes to allow a substantial increase in development intensity. The Council discussed the values of proximity to light rail and the freeway, development opportunities, and the potential to create a vital, transit-connected and pedestrian-connected neighborhood and determined that protecting the view from one building was a lower priority. Based on this decision, the existing design guideline that protects this specific view corridor has not been carried forward to the new code.

The City could, however, use its substantive authority under SEPA, consistent with existing Comprehensive Plan and Downtown Subarea Plan policies and with general impact-avoidance language in the draft design guidelines, to maintain particular view corridors. Although such corridors are not currently mapped or formally identified, they could be identified project-by-project and considered in conjunction with design review. View protection using this approach would not be predictable, and would result in adjustments or limitations of the height, bulk, location or design of individual projects.

Based on information currently available, it would be speculative to conclude whether the existing view of Mt. Rainier from City Hall would be preserved or obstructed in the future. There are no current applications for the previously noted sites along 112th Ave. SE, so it is not possible to determine whether the existing view will, in fact, be obstructed, although it could be. Based on City development data, over the past three decades only about one-half of downtown projects constructed have used all bonuses available in the Code and built to the maximum height. It is possible, therefore, that the existing view corridor could be maintained despite the lack of a specific standard or requirement in the code, although this seems unlikely.

Development of taller high-rise buildings could obstruct some existing views from private properties in the downtown. The City does

not currently protect views from or to private buildings and it does not propose to implement such controls, beyond what is expressed in existing policy. However, several proposed design guidelines, discussed below, address protection of sky view and avoidance of shadow impacts on adjacent developments and public spaces, and these considerations could also indirectly protect private and public views in some locations.

Positive impacts to views are also likely to occur. Taller high-rise towers would create additional views of the surrounding landscape and natural features on floors that rise above existing buildings. In addition, the code's proposed tower spacing requirement would ensure separation between adjacent buildings; some existing views could be maintained in these spaces between buildings.

Wind, Shade and Shadow, Light and Glare

Wind

Wind impacts can adversely affect the pedestrian environment and the use public spaces. As noted in the Downtown Livability Initiative Citizens Advisory Committee Final Report, building placement, form and modulation can accentuate wind impacts in several ways. Façade length and orientation, for example, can cause "downdraft", in which winds hit the building façade and accelerate downward to the pedestrian level, or wind "tunneling", in which winds accelerate and recirculate between buildings. Design solutions can include building design and orientation that is sensitive to the direction of prevailing winds; tower stepbacks that can interrupt downdraft; and pedestrian level treatments that can prevent downdraft.

Wind impacts are very site- and project-specific and can be addressed most effectively during project review. Existing tools available to the City to identify and mitigate adverse impacts include design review and SEPA review. The draft design guidelines specifically mention wind effects where multiple towers are proposed and mitigation can include staggering tower heights (20.25A.180.D.2.b.iv). In addition, proposed design guidelines generally call for minimizing the off-

site "physical effects" of new development (20.25A.150.A.2.c), and minimizing "any negative effects" on publically accessible spaces (20.25A.150.B.1). Adverse wind impacts would be encompassed by these regulations as well and could be mitigated during project review.

Shade and Shadow

High-rise buildings can block views of the sky and access to the sun, which can result in shading and shadows of sidewalks and adjacent public spaces. Extensive shading can make public spaces less inviting. Building design can mitigate potential impacts, however, by considering potential impacts on adjacent public spaces and by orienting building facades to maximize solar access and to minimize shadow impacts.

Shade and shadow impacts are site-specific and project-specific, and they can be addressed most effectively during project review. Impacts also depend on and vary with time of day and season of the year. Shadow analysis is typically conducted by building designers to identify the location and extent of shadowing. The City also has several procedural tools it can use to identify and mitigate adverse impacts, including design review and SEPA review. Several provisions of the draft design guidelines seek to maximize solar access and to mitigate potential shading impacts to public spaces, including the following:

20.25A.150.B.

1. Intent. Any negative impacts from new projects to adjacent publically accessible spaces should be minimized.
2. Organize buildings and site features to preserve and maximize solar access into existing public spaces wherever possible.

20.25A.150.E.2.

a. Evaluate alternative placement and massing concepts for individual building site to secure the greatest amount of sunlight and sky view in the surrounding area.
b. Maximize sunlight and sky view for people in adjacent developments and streetscape.
c. Minimize the size of shadows and length of time they are cast on pedestrians in the streetscape.

20.25A.180.D.1.b.

i. Place towers away from parks, open space and neighboring properties to reduce visual and physical impacts of the tower...
ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space and properties.

20.25A.180.D.2.b.iv. When multiple towers are proposed, stagger tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and skyview.

Light and Glare

Reflective building surfaces can cause natural light and automobile headlights to adversely affect pedestrians and drivers. Similarly, unfiltered/misdirected or poorly designed building and site lighting can cause light-spillage which affects adjacent properties.

Light & glare impacts are site- and project-specific, and can vary depending on time of day they can be addressed most effectively during project review. Existing tools available to the City to identify and mitigate adverse impacts include design review and SEPA review. The draft design guidelines continue to require that off-site impacts, including light and noise, be mitigated (20.25A.150.A.2.c).

Amenity Incentive System

The purpose of the amenity incentive system is to allow buildings to earn bonus development intensity, specifically increased floor area ratio (FAR) and/or height, in return for providing public amenities. Since its original adoption in 1981, the existing amenity incentive system has not been comprehensively updated and generally reflects the policy objectives and economic conditions present when originally adopted. Recognizing the significant changes in economic and market conditions in downtown Bellevue since the system was originally adopted, the City is seeking to restructure the system so that it both meets the City's development and livability goals and minimizes potential negative impacts on downtown development economics.

This paper describes the existing and proposed amenity incentive systems, summarizes policy guidance for the proposed system and assesses environmental implications associated with proposed changes to the amenity list, incentive system and building height and form. Key conclusions related to environmental implications are summarized in Table 12, below and discussed in further detail in the balance of this issue paper.

Table 12 Key Amenity Incentive System Issues and Environmental Implications

Key Issues	Environmental Implications
Amenity List	Overall, the proposed amenity incentive system is likely to result in a beneficial or neutral impact on the environment. Individual amenities would encourage pedestrian mobility, increased open space, new community and cultural facilities, and sustainability certification, all of which are associated with beneficial impacts.
Incentive System	The incentive system itself would not generate direct adverse or beneficial environmental impacts. However, it could indirectly result in increased development of amenities and more intensive development in taller and larger buildings in the Downtown. These potential impacts are discussed in other sections of this issue paper. No significant adverse environmental impacts are anticipated.
Building Height and Form	Implementation of the Amenity Incentive System would result in increased building height and FAR in applicable downtown zoning districts. Please see the discussion of potential impacts associated with increased height and FAR in the Building Height and Form Issue Paper.

Background Information

Current Amenity Incentive System

Bellevue's amenity incentive system was originally adopted in 1981 as part of adoption of a new land use code for downtown Bellevue. The system provided a mechanism to tie increased building heights and floor area ratios (FAR) above base levels permitted in each zoning district to the provision of public amenities. Originally the system provided 16 possible amenities, which were calibrated to relate the expected economic benefit of increased building area with the estimated cost of construction of the amenity. Over time, the list of amenities has been expanded to 23.

Floor Area Ratio

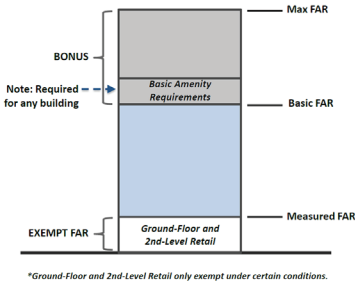
Floor area ratio is the ratio of total square feet of a building to the total square feet of the property on which it is located.

The Downtown Subarea Plan, adopted in 2004, promotes the incentive system as a way to accomplish the public objectives set forth in the Plan. It directly calls out incentives for certain features, such as residential uses, development of themed streets, and reinforcing the unique characteristics of downtown neighborhoods (see policy guidance discussion, below).

The current list of amenities eligible for bonus FAR and height is codified in LUC 20.25A.030. It includes 23 amenities, each with specific design criteria and an incentive rate used to calculate the amount of added floor area earned. Table 13 on the following page, below summarizes existing amenities available through the incentive system.

The current incentive zoning system can be described as shown in the image to the right and summarized below:

1. **Basic FAR.** Basic FAR is calculated according to LUC Chart 20.25A.020.A.2 for Downtown Districts and LUC 20.25A.090.D for the Perimeter Design Districts. Both sections identify the basic and maximum FAR for each downtown district and perimeter design district.



Current Incentive Zoning System

Table 13 Current Incentive System Amenities

Placemaking/Walkability	Parking
• Major Pedestrian Corridor • Pedestrian-oriented frontage	• Underground parking • Above-grade parking
Neighborhood Serving Uses	**Weather Protection**
• Public meeting rooms • Child care services • Retail food • Space for non-profit social services • Public restrooms	• Arcade • Marquee • Awning
Parks and Outdoor Spaces	**Housing**
• Plaza • Donation of park property • Residential entry courtyard • Active recreation area • Enclosed plaza	• Residential uses
Landscaping	**Arts and Culture**
• Landscape Feature • Landscape area	• Performing arts space • Sculpture • Water feature

Source: LUC 20.25A.030

2. **Mandatory Amenity Requirements.** Basic FAR is achieved through provision of a menu of amenities, including one or more of the following: pedestrian-oriented frontage, landscape feature, arcade, marquee, awning, sculpture, water feature, active recreation area, retail food, childcare services, plaza, or residential entry courtyard. This requirement is intended to ensure that all downtown development meets a minimum amenity threshold. Mandatory amenities also qualify for bonusable FAR.
3. **Maximum FAR Amenity Requirements.** On top of the mandatory amenity requirements, developments may also select from the full list of 23 current amenities to reach maximum FAR and height.
4. **FAR Exemptions.** Ground-floor and second-level retail space that meets specific code requirements is exempt from FAR calculations.

Policy Guidance

Downtown Subarea Plan. The Downtown Subarea Plan was adopted in 2004 and provides the policy framework, projects and implementing actions needed to support the development of Downtown Bellevue as the primary urban center for the Eastside, consistent with countywide and regional plans. Goals and policies related to the Amenity Incentive System are listed below:

S-DT-1 *Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.*

S-DT-9 *Provide bonus incentives (related to permitted intensity, height, etc.) for private development to accomplish the public objectives outlined in this Plan.*

S-DT-22 *Provide voluntary measures for the replication or protection of historic facades or other significant design features when redevelopment occurs.*

S-DT-24 *Provide density incentives to encourage urban residential development throughout Downtown.*

S-DT-36 *Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements and development incentives.*

S-DT-42 *Reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.*

S-DT-44 *Provide incentives for 106th Avenue NE to develop as Downtown's Entertainment Avenue. This area will include a concentration of shops, cafes, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.*

S-DT-46 *Provide incentives for Bellevue to realize its vision as a Grand Shopping Street, with an exciting mix of retail shops, restaurants, hotels, offices and residential units.*

S-DT-52 *Provide incentives to assist developers in implementing a major unifying design features.*

S-DT-54 *Provide incentives to reinforce unique characteristics of Downtown Districts to create pedestrian-scaled, diverse, and unique urban lifestyle experiences and options.*

S-DT-79 *Provide incentives to develop the intersection of 106th Avenue NE and NE 6th Street as a central location for public gatherings.*

S-DT-103 *Encourage developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments. Such amenities must be clearly identified and maintained for public use.*

S-DT-106 *Encourage new residential development to include open space and recreational amenities targeted to growing Downtown population.*

S-DT-121 *Provide incentives for multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas to provide stability both within the Downtown Subarea and within surrounding residential neighborhoods.*

S-DT-136 *Encourage convenient and frequent transit service and provide incentives for attractive waiting areas in Downtown in recognition that transit extends the range of the pedestrian.*

Downtown Livability CAC Review. CAC discussion of the amenity incentive system focused on discussion of the amenities most important to achieving the desired future for Downtown, the features need to be incentivized compared to the feature that are likely to be developed without incentives, and the economics of development to ensure that the incentive system is effective.

Overall, the CAC found that, when first adopted, bonus rates were based on the developer's cost to deliver a given amenity and converted to the value of extra development rights (FAR). However, over time the system has not been modified to fit the evolution of Downtown and is no longer grounded in current market economics. The CAC concluded that the system should be updated to focus on factors that make Downtown more livable, act as a real incentive, and ensure that the system is feasible, including the following specific recommendations:

1. Update amenities to be included in the Amenity Incentive System
2. Make weather protection a development requirement
3. Consider neighborhood-specific weighting
4. Develop method to consider alternative amenities
5. Recalibrate economics of amenity incentive system

City Council Principles. To help focus the update and align with Council thinking, a joint workshop between the City Council and Planning Commission took place in November 2015. This resulted in a set of Council Principles to guide the update, as listed below.

1. Focus the system on making Downtown more livable for people. This should include incentivizing public open space, walkability/connectivity, affordable housing in recognition of the City's broader work on affordable housing, and other amenities that are most important to achieving Downtown livability.
2. Be forward-looking and aspirational, reflecting the evolving needs of a 21st century city.
3. Design the incentive system to help reinforce Downtown neighborhood identity.
4. Recognize that incentive zoning is one part of the broader Downtown land use code, and will work together with development standards, design guidelines and other code elements to collectively address impacts of development and ensure Downtown is a great place for people.
5. Simplify and streamline the incentive system with a clear structure and desired outcomes. This includes narrowing the list

of incentives by mandating appropriate elements, incentivizing what would not otherwise happen, and increasing the base FAR to account for any current incentive that is converted to a mandate.

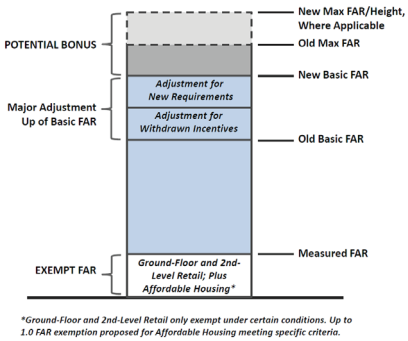
6. Ensure that the amenity incentive system is consistent with state and federal law. In particular, the process should be sensitive to the requirements of RCW 82.02.020, and to nexus and rough proportionality.
7. Design the amenity incentive system to act as a real incentive for developers, and ensure that modifications to the incentive system don't effectively result in a downzoning of land, in particular for current incentives converted to mandates.
8. Ensure that participation in the updated incentive system is required for any increases to currently permitted maximum density (FAR) and/or height.
9. Consider potential unintended consequences of the update, specifically:
    a. the effect of incentive zoning changes on the ability to continue to provide transit-oriented, workforce housing in Downtown, including the anticipated effect of the MFTE on producing such housing;
    b. the effect of incentive zoning changes on small lots, to ensure that their redevelopment remains viable and not contingent upon becoming part of an assemblage with other properties; and
    c. special sensitivity to Perimeter neighborhoods.
10. Provide for a reasonable "fee-in-lieu" alternative to ensure that the amenity incentive system does not unduly hinder development or result in building designs that lack market viability.
11. Consider an "off-ramp" option, with an approval process, providing flexibility for incentivizing elements that were not identified in this update but add equal or greater value.
12. Include a mechanism for future periodic updates of the incentive system to address Downtown needs as they change.

Proposed FAR Amenity Incentive System

The proposed Downtown FAR Amenity Incentive System is described below. Development of the proposed system was guided by the adopted Comprehensive Plan, CAC recommendations and the Incentive Zoning Principles adopted by the City Council in January 2016. The image to the right depicts the proposed approach. As shown, the proposed amenity incentive system would make the following changes:

- Add affordable housing to the uses that have an FAR exemption, subject to specific criteria;
- Increase the basic FAR to account for incentives removed from the system, either because the incentive is proposed to be a requirement, such as pedestrian weather protection and pedestrian-oriented frontages, or because the incentive is no longer needed, such as underground parking and residential uses; and
- Increase the maximum potential FAR in order to ensure that proposed incentives provide value to developers and will be used.

Proposed changes to the system are more fully described below and summarized in Table 14.



Proposed Conceptual Model for Downtown Incentive Zoning Update

Table 14 Proposed Changes to Amenities in the Amenity Incentive System

Current Amenity Incentive System	Proposed Amenity Incentive System		
	Proposed Actions		
Current Amenities	*Replace w/ Requirement*	*Remove*	*Corresponding Proposed Amenity*
Placemaking			
• Major Pedestrian Corridor			• Major pedestrian corridor
• Pedestrian-oriented frontage	●		
Neighborhood Serving Uses			
• Public meeting rooms • Child care services • Retail food • Space for non-profit social services • Public restrooms			• Neighborhood serving uses

Source: City of Bellevue, 2017.

continued on following page

Table 14 Proposed Changes to Amenities in the Amenity Incentive System (cont.)

Current Amenity Incentive System	Proposed Amenity Incentive System		
	Proposed Actions		
Current Amenities	*Replace w/ Requirement*	*Remove*	*Corresponding Proposed Amenity*
Parks and Outdoor Spaces			
• Plaza • Donation of park property • Residential entry courtyard • Active recreation area • Enclosed plaza			• Outdoor plaza • Donation or improvement of public park property • Active recreation area • Enclosed plaza • Enhanced streetscape
Landscaping			
• Landscape feature • Landscape area	●		
Parking			
• Underground parking • Above-grade parking		●	
Weather Protection			
• Arcade • Marquee • Awning	●		
Housing			
• Residential uses		●	
Arts and Culture			
• Performing arts space • Sculpture • Water feature			• Performing arts space • Water feature • Public art • Historic preservation • Historic/cultural documentation
Walkability			
• See weather protection and place making amenities			• Alleys with addresses • Free-standing canopies at street corners • Pedestrian bridges
Sustainability			
• No existing amenity			• Sustainability certification
Flexibility			
• No existing amenity			• Flexible amenity

Source: City of Bellevue, 2017.

1. *Provide for certain amenities through other mechanisms outside of the incentive system and adjust basic FAR accordingly.*

Incentive zoning is one part of the broader land use code framework that guides development. That broader framework includes permitted uses, dimensional standards (such as lot coverage and setbacks), development standards (such as required parking ratios), and design guidelines that address the quality of development.

The Downtown Livability Initiative code amendments include proposed new development standards that would work in a coordinated way with the incentive system:

- Downtown Livability Initiative Early Win code amendments adopted earlier this year established requirements for pedestrian weather protection, which were previously included as possible amenities in the Amenity Incentive System.
- As part of the proposed Downtown Livability Initiative code amendments, a new sustainability and green factor requirement would mitigate environmental impacts associated with dense urban development and contribute to Bellevue's "city in a park" identity. See the description of the Sustainability and Green Factor in Chapter 3.
- As part of the proposed Downtown Livability Initiative code amendments, requirements for pedestrian-oriented frontage have been integrated into development standards, removing the need for this as an option in the amenity incentive system.

Applicable Council Principles

4. Recognize that incentive zoning is one part of the broader Downtown land use code, and will work together with development standards, design guidelines and other code elements to collectively address impacts of development and ensure Downtown is a great place for people.

5. Simplify and streamline the incentive system with a clear structure and desired outcomes. This includes narrowing the list of incentives by mandating appropriate elements, incentivizing what would not otherwise happen, and increasing the base FAR to account for any current incentive that is converted to a mandate.

2. *Remove features that are no longer real incentives and adjust basic FAR accordingly.*

In 1981, incentives for new development to put in place underground parking, above-grade structured parking and residential units were important policy goals. In recent decades this pattern has changed significantly. Today's densities and land values virtually ensure that new parking is in structured garages as opposed to surface lots. Likewise, the downtown Bellevue residential market has been entirely transformed in recent years. With 12,000 current downtown residents, a goal of the

Applicable Council Principles

5. Simplify and streamline the incentive system with a clear structure and desired outcomes. This includes narrowing the list of incentives by mandating appropriate elements, incentivizing what would not otherwise happen, and increasing the base FAR to account for any current incentive that is converted to a mandate.

7. Design the amenity incentive system to act as a real incentive for developers, and ensure that modifications to the incentive system don't effectively result in a downzoning of land, in particular for current incentives converted to mandates.

Downtown Livability Initiative update is to ensure a continued balanced mix of office and residential uses in Downtown.

Historically, the large majority of bonuses earned have been through the parking and residential amenities. Since the market is already strongly providing for these outcomes, the amenity system is no longer needed as an incentive for private development. To compensate for withdrawing these amenities, the basic FAR would be adjusted correspondingly.

Applicable Council Principles

7. Ensure that participation in the updated incentive system is required for any increases to currently permitted maximum density (FAR) and/or height.

3. Create additional value for the incentive system through increases to maximum FAR and height

As recommended in the Draft Downtown Livability Initiative code amendments, increases to maximum floor area ratio and/or building height must be earned through the incentive system. The recommendation includes a number of areas (such as the DT-O-1 district) where potential additional height could be earned (without additional FAR) and areas where both additional FAR and height could be earned (such as the DT-OLB district). This creates added value that can be included in the amenity incentive system.

Applicable Council Principles

1. Focus the system on making Downtown more livable for people. This should include incentivizing public open space, walkability/connectivity, affordable housing in recognition of the City's broader work on affordable housing, and other amenities that are most important to achieving Downtown livability.

2. Be forward-looking and aspirational, reflecting the evolving needs of a 21st century city.

Bellevue's incentive system has historically used height and FAR in tandem. However, in the recommended system, some districts would be allowed to earn additional height, but no additional FAR. This was a factor that the City considered in the calibration of the system to zoning districts and downtown Bellevue development economics.

4. Adjust the FAR exemption to include affordable housing

The proposal would add 1.0 FAR for an affordable housing incentive to the list of existing FAR exemptions for ground-floor and second-level retail meeting certain design requirements. This would provide a strong incentive for affordable housing and would strategically position other desired amenities to be able to fully exploit available bonus height and/or FAR.

5. Focus bonus FAR on features most important to achieving downtown livability

Consistent with adopted City policy, CAC recommendations, and the City Council Principles, the proposed amenities are focused on features identified as most important to achieving downtown livability.

As shown in Table 15, city policy, as expressed through the City Council principles and CAC direction promote the following as the highest priorities to promote livability in the Downtown:

- Affordable housing
- Public open space
- Walkability/connectivity
- Cultural/community features

From a policy perspective, the City has determined that public open space is the highest priority to achieving livability through the incentive system. Accordingly, the proposal assigns 75% of the bonusable value to public open space and 25% of the remainder to walkability/connectivity, and cultural/community features.

Applicable Council Principles

1. Focus the system on making Downtown more livable for people. This should include incentivizing public open space, walkability/connectivity, affordable housing in recognition of the City's broader work on affordable housing, and other amenities that are most important to achieving Downtown livability.

7. Design the amenity incentive system to act as a real incentive for developers, and ensure that modifications to the incentive system don't effectively result in a downzoning of land, in particular for current incentives converted to mandates.

Table 15 Key Amenity Incentive System Issues and Environmental Implications

Amenity Focus	Proposed Amenities	Target
Placemaking and Public Open Space	• Major Pedestrian Corridor • Outdoor Plaza • Donation or Improvement of Public Park Property • Active Recreation Area • Enclosed Plaza	75% of a project's earned bonus
Walkability/Connectivity	• Alleys with addresses • Free-standing canopies at street corners • Pedestrian bridges	25% of a project's earned bonus
Culture and Community	• Performing Arts Space • Public Art • Sculpture • Water Feature • Historic Preservation • Historic and Cultural Resources Documentation	

Source: City of Bellevue, 2017.

Applicable Council Principles

11. Consider an "off-ramp" option, with an approval process, providing flexibility for incentivizing elements that were not identified in this update but add equal or greater value.

6. Provide process "off-ramp" for the Incentive System.

The City Council and Downtown Livability CAC directed development of a process for developers to suggest amenities that are not on the formal list. In response a flexible amenity is included in the proposed amenity list, allowing applicants to suggest bonusable amenities through the Development Agreement process. Criteria for approval include that the proposed bonus would have merit and value to the community, that it is outside of the amenity bonus structure, and that it is not in conflict with existing Land Use Code regulations.

Applicable Council Principles

12. Include a mechanism for future periodic updates of the incentive system to address Downtown needs as they change.

7. Market adjustment and periodic review.

Consistent with best practices for incentive zoning, the proposal includes a recommendation for an adjustment to the incentive price (proposed as annual Consumer Price Index (CPI) adjustment) to ensure the system remains current with the market. The recommendation also incorporates a periodic review (every 5–7 years) to review and modify the incentive system as needed.

Applicable Council Principles

2. Be forward-looking and aspirational, reflecting the evolving needs of a 21st century city.

8. Promote green/sustainable building through other city mechanisms.

The draft code amendments promote green development both through the amenity incentive system and outside of it. Within the amenity incentive system, sustainability certification is included as an amenity and intended for development that meets minimum criteria for LEED or Living Building Challenge in the chosen category. Outside of the amenity incentive system, the proposal includes a Sustainable and Green Factor requirement intended to increase the use of green and sustainable elements and contribute toward improved sustainability in the Downtown. As proposed, all new downtown development would be required to meet a minimum Green Sustainability Factor score. See Chapter 3 and Appendix 1, LUC 20.25A.120, for more information about the Green Factor.

Environmental Implications

The primary environmental implications of the proposed amenity incentive system are associated with the types of proposed amenities, the likelihood that incentives will cause developers to provide amenities, and resulting impact on building height and form. Each of these implications is discussed below.

Amenity List

Proposed Amenities

Draft amenities have been retained, updated or added consistent with the recommendations of the Downtown Livability CAC and City Council Principles, resulting in a system that is strategically focused on amenities that address current priorities for promoting livability in the Downtown, emphasizing open space, walkability, connectivity and community identity. See Table 14 on page 109 and Table 15 on page 113.

Overall, proposed amenities are likely to result in a beneficial or neutral impact on the environment. The proposed 1.0 FAR exemption for housing affordability could increase affordable living options for the downtown workforce employed in service and retail jobs. It could also potentially result in an indirect beneficial impact of shorter commute distances and an increased share of walking, biking and transit commuting trips for those who both live and work Downtown.

Several amenities promote walkability and pedestrian mobility, such as alleys with addresses, major pedestrian corridor, and free-standing canopies. If implemented, these amenities are likely to increase pedestrian and bicycle mobility in the Downtown, potentially resulting in indirect beneficial impacts of decreased vehicular use, decreased energy and natural resource consumption, improved air quality and decreased noise levels.

Proposed amenities that would increase or enhance open space, such as outdoor or enclosed plazas, donation or improvement of public park properties, and active recreation areas could result in

increased opportunities for informal or formal recreational activities, enhanced downtown aesthetics, and improvements to stormwater quality and quantity.

A proposed sustainability certification amenity would further support the proposed sustainability and green factor requirements to increase sustainability and resulting benefits to the natural and built environment.

Amenities that support community character and identity, such as public art, water feature, historic preservation, and historic and cultural resources documentation, could result in beneficial impacts to downtown aesthetics.

The proposal includes flexibility to allow an applicant to propose an amenity that would substantially increase downtown livability. Criteria for review of the flexible amenity include consistency with the Comprehensive Plan, merit and value to the community, and approval by City Council. While the potential impact resulting from use of the flexible amenity would depend on how it is implemented, the proposed criteria limit the potential for significant adverse environmental impacts.

Deleted Amenities

The rationale for deleting certain amenities from the incentive amenity system is based on the following:

1. The amenity is no longer needed as an incentive because the private market is providing it without any incentive; applicable to above ground/underground parking and residential use amenities.
2. The amenity would be converted to a requirement under the draft land use code; applicable to pedestrian-oriented frontages, awnings and other types of weather protection.
3. The amenity was used rarely or not at all by developers, applicable to public meeting rooms, child care services, retail food, space for non-profit social services, and public restrooms. It should be noted that the draft amenity system would retain neighborhood serving uses as an option, which would allow for “uses which reinforce a diversity of uses that serve daily needs for surrounding neighborhood residents.” (draft LUC 20.25A.020)

As described above, the proposal to remove the amenities listed above would not impact the ability to achieve or deliver these public benefits. Consequently, no significant adverse environmental impacts are anticipated as a result of their deletion.

Incentive System

As noted above, the staff received guidance from both the Planning Commission and Council in June 2016 regarding the proposed structure and approach to update the Downtown amenity incentive system. This followed the joint workshop between the Council and Commission that took place in November 2015 and resulted in the set of Incentive Zoning Council Principles to guide the update.

The structure and approach to update the incentive system follows the Downtown CAC recommendations and guidance provided by the Council Principles, with specific details grounded in the BERK economic analysis and peer review conducted by a ULI Technical Assistance Panel in January 2017.

The effectiveness of the proposed amenity incentive system relies, in part, on a proper balance between the cost of providing any selected amenity and the benefit to the developer in additional building space. As described above, the City has proposed changes to the list of amenities, an increase to the base FAR and to the maximum height limit in some zones, and recalibrated incentive prices to reflect current market conditions and achieve a proper balance between costs and benefits. The proposed amenity incentive system includes provisions for periodic review and adjustment to the incentive price to ensure the system remains current with the market.

While the amenity incentive system would not generate direct adverse or beneficial environmental impacts, the system could indirectly result in impacts associated with increased presence of amenities, described above, and increased number of taller and larger buildings in the Downtown, discussed below.

Building Height and Form

Implementation of the amenity incentive system would result in increased building height and form in applicable downtown zoning districts. Please see the discussion of potential impacts associated with building height and form in the Building Height and Form Issue Paper.

Design Guidelines

The Comprehensive Plan Downtown Subarea and Urban Design elements provide guidance for design character in the Downtown, which is implemented through the Land Use Code and the administrative design review process. Design guidelines differ from other development regulations in that their implementation is open to some degree of flexibility (i.e., in contrast to a strict numerical standard, the design guidelines may be applied differently by individual developments).

Under current code, design guidelines are implemented through the Land Use Administrative Design Review Process. All new development and major remodels in the Downtown are subject to the guidelines. Under current code, design guidelines are found in multiple code sections and, depending on where an individual development is located, multiple sets of guidelines may apply. For example, development in the DT-O-1 and DT-O-2 districts is regulated by 1) Core Design District, 2) Pedestrian Corridor and Major Public Open Space Guidelines, and 3) Building/Sidewalk Relationship Guidelines. Updated guidelines developed as part of the Downtown Livability Initiative seek to improve code clarity and readability, refine design guideline content and update review procedures.

This paper describes the existing and proposed design guidelines, summarizes policy guidance, and assesses environmental implications associated with proposed design guidelines and design departure process. Key conclusions related to environmental implications are summarized in Table 16 and discussed more completely in the balance of this issue paper.

Table 16 Key Development Standards/Design Guidelines Issues and Environmental Implications

Key Issues	Environmental Implications
Downtown Design Guidelines	Overall, environmental impacts of the proposed design guidelines are likely to be beneficial or neutral. Proposed guidelines would protect and enhance the aesthetics through architectural design measures; promote the character and usability of open space through open space design measures; continue to enhance pedestrian mobility and a pedestrian-friendly environment in the Downtown; and seek to minimize negative visual and operational impacts of on-site service uses and parking circulation. Compared to the existing code, the proposed code provides relatively less guidance for protection of view corridors from public places. It is anticipated that the City's substantive authority under SEPA, consistent with existing Comprehensive Plan and Downtown Subarea Plan policies would continue to be used to protect valued public views where appropriate during project-level review.
Design Departure Process	If adopted, this new procedural process would not result in direct environmental impacts. The potential for indirect impacts could be positive, neutral or negative depending on the nature of the application and findings of the review process. The potential impacts of a proposed departure from standards or guidelines would be evaluated as part of the project-level SEPA review and appropriate mitigation, if needed, could be applied.

Background Information

Downtown Design Guidelines

As noted above, existing design guidelines are currently organized in multiple code sections, including guidelines applicable to specific design districts. Existing design guidelines are briefly summarized below.

20.25A.065 Civic Center Design District

This section defines the Civic Center Design District as the area bounded by 110th Ave NE on the west, NE 8th St on the north, I-405 on the east, and NE 4th St on the south. The intent is to permit the development of cultural, conference, exhibition facilities, and other uses. Specific requirements for lot coverage, building floor area, and setbacks and guidelines address building façade and ground floor treatment are described.

20.25A.070 Old Bellevue District

This section establishes specific development requirements for the Old Bellevue District. Requirements address street improvements, parking, minor publicly accessible spaces, and pedestrian oriented frontage and marquees or awnings.

20.25A.090 Perimeter Design District

This section defines the perimeter design districts as being composed of three subdistricts that follow the boundary of the Downtown Subarea along the east, south and west boundaries. The purpose of this section is to establish a stable development program for the perimeter area between Downtown and adjacent residential neighborhoods. Provisions include:

- Development standards address dimensional requirements (minimum setback, maximum lot coverage, building height and FAR), landscape standards, special design standards (upper level stepbacks, lighting and signs) and specific subdistrict requirements.
- Design guidelines address mid-block streets; arcades, courtyards or other features to offer mid-block pedestrian connections; building facades; rooftops; surface parking; and ground-level building elements.

Applicable review criteria for the perimeter design districts include provisions of this section, as well as Downtown Design Review Criteria (20.25A.110) and Design Guidelines—Building/Sidewalk Relationships (20.25A.115)

20.25A.100 Downtown Core Design District

This section defines the Downtown Core as the area bounded by 102nd Ave NE, NE 8th St, 12th Ave NE, and NE 3rd St. The stated purpose is to implement the Downtown Subarea Plan through more specific development guidelines and assure high levels of attractiveness, urbanity, design quality and coordination of development within the most intensive, visible portion of the

downtown. Applicable design review criteria include LUC 20.30F (Design Review Procedures) and LUC 20.25A.110 (Design Review Criteria).

Design guidelines provide for:

- *Major pedestrian corridor.* Provides detailed guidance for all aspects of the corridor, including development, design, preservation, and phasing.
- *Transit center.* Addresses location and design.
- *Pedestrian connections.* References 20.25A.060 for guidance
- *Major public open spaces.* Addresses location, development, and design.
- *Minor public open spaces.* Addresses location, design, and public access.
- *View preservation corridors.* States that view preservation corridors retain the opportunity for viewing Lake Washington, the Seattle skyline, the Olympic Mountains and Cascade Mountains from major public open spaces and the major pedestrian corridor.
- *Upper-level stepbacks.* Provides specific upper level stepback requirements for buildings facing NE 4th, NE 8th or Bellevue Way.

20.25A.110 Design Review Criteria

This section describes design criteria for administrative design review by the Director of Development services. The section also notes that additional design criteria from other sections in 20.25A may also apply. Criteria include:

- *Site design.* Vehicular circulation and parking, pedestrian circulation and amenities, wind and sun, open space, light and glare.
- *Downtown patterns and context.* Natural setting and topography, landscape design, views, building height and bulk.
- *Transitions.* Easy circulation, good relationships between open spaces, visual connections in scale, and maximum penetration of sunlight to the ground level.
- *Patterns of activity.* Opportunities for vital pedestrian-level activity, a variety of activities access to the public at large, location

of nonpublic/nonpedestrian uses adjacent to pedestrian uses
- *Signage*. Integral part of architectural design, scaled to the pedestrian, enhance the pedestrian environment, and comply with applicable requirements.

20.25A.115 Design Guidelines—Building/Sidewalk Relationships

This section establishes:
- Development standards for the street wall relationship for five different categories of rights-of-way.
- Ground-floor retail activity shall be eligible for an FAR exemption and a formula for calculating the exemption.
- Standards for mid-block connections.

Design Departures

The current code does not provide a process for administrative design departures.

Policy Guidance

Downtown Subarea Plan

The Downtown Subarea Plan was adopted in 2004 and provides the policy framework, projects and implementing actions needed to support the development of Downtown Bellevue as the primary urban center for the Eastside, consistent with countywide and regional plans. Goals and policies that related specifically to design guidelines include:

Policy S-DT-10 Require design review to ensure high quality, aesthetically pleasing Downtown development.

Policy S-DT-37 Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

Policy S-DT-51 Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.

Policy S-DT-55 Utilize design guidelines to help differentiate development within each of the Downtown Districts as they evolve over time.

Policy S-DT-123 Establish development standards and design guidelines for Perimeter Areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential areas.

Policy S-DT-144 Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Development specific design concepts and implement them as development occurs in each superblock.

Policy S-DT-158 Provide for the needs of bicycles and pedestrians in the design and construction of new facilities in Downtown, especially in the vicinity of the Transit Center, along the NE 6th St pedestrian corridor, and on 106th Ave NE where on-street parking and/or wider sidewalks may be appropriate.

Urban Design and the Arts Element

Character—Downtown, Commercial and Mixed Use Neighborhoods

UD-10 Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.

UD-11 Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.

UD-12 Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.

Design Quality—Site and Building Design

UD-22 Employ design guidelines to affect building placement and design in order to promote solar access in public spaces and a sense of openness.

UD-23 Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.

UD-25 Ensure that site and building design relates and connects from site to site.

UD-32 Provide design treatments for blank walls that are visible from the public right-of-way.

UD-33 Encourage public and private development to incorporate access to sunlight.

UD-40 Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.

Design Quality—Downtown, Commercial
and Mixed Use Developments

UD-43 Permit high intensity development subject to design criteria that assures a livable urban environment.

UD 45 Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.

UD-46 Encourage site and building designs that support and connect with existing or planned transit facilities.

UD-47 Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.

UD-48 Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.

UD-48 Incorporate architectural character, landscaping and

signs into commercial and public centers to make them functionally cohesive.

Downtown Livability CAC Review

The CAC found that under existing design guidelines, the design character envisioned by the Comprehensive Plan is not being fully achieved. As described in the CAC Final Report:

> *The Land Use Code audit[2] assessed development character in Downtown. The audit noted that, in some cases, the relationship between buildings and the sidewalk is poor and includes narrow sidewalks along key streets, discontinuous weather protection, blank walls and lack of detailing, detracting from the overall pedestrian experience. In addition, some recently constructed building facades are lacking in human-scaled details that can add character to the building and the streetscape. While many recent developments have successfully executed facades to add character and visual interest, a number would have benefitted from additional guidance. Last, some existing buildings have used façade materials that may not convey a sense of quality, durability, and permanence; or may be challenging to install correctly.[3]*

The CAC identified several benefits of updated design guidelines:

- Reinforcement of the sense of unique, memorable and distinctive Downtown neighborhoods.
- Increased pedestrian connectivity and permeability between Downtown and its neighbors.
- More guidance and specificity on view protection from public spaces is needed, including distant views for drivers and pedestrians.
- Greater potential for creating attractive rooftops that contribute to Downtown's skyline, are attractive when seen from other nearby taller buildings, gracefully screen rooftop mechanical equipment,

2 City of Bellevue. Downtown Livability Draft Land Use Code Audits. June 19, 2013.

3 City of Bellevue. Downtown Livability Initiative Citizen Advisory Committee Final Report. October 13, 2014.

integrate sustainable design features and incorporate useable space on rooftops.
- Use of materials that help express each neighborhood's context and character.
- Through-block connections that provide pedestrian connectivity, reinforce the character and identity of individual districts and Downtown as a whole.

CAC recommendations include:

1. Improve code clarity and readability
2. Refine content of design guidelines
   a. Building frontage/sidewalk relationships
   b. Pedestrian circulation/through-block connections
   c. Building and public realm materials
   d. Façade treatments
   e. Rooftop design
   f. Public views
   g. Reinforce neighborhood character
   h. Transition to adjacent neighborhoods
3. Update review procedures
   a. Administrative review process
   b. Departure criteria

Proposed Design Guidelines

Compared to the current code, the proposed design guidelines have been consolidated and reorganized in LUC 20.25A.140 through 180. The guidelines apply to the entire Downtown Subarea and respond to the CAC recommendation for increased clarity and refined content. Each section is briefly summarized below.

20.25A.140 Downtown Design Guidelines Introduction

This section establishes eight predominant goals of the Downtown Design Guidelines, consistent with Comprehensive Plan guidance:

- To ensure that Downtown is viable, livable, memorable, and accessible.

- To promote design excellence, innovation, and reinforce a sense of place for Downtown.
- To improve the walkability, streetscapes, and public spaces for Downtown residents, employees and visitors.
- To foster a vibrant pedestrian environment by providing a welcoming streetscape with Active Uses, open spaces, street furniture, landscaping, and pedestrian-scaled amenities.
- To improve connectivity through Downtown and from Downtown to adjacent neighborhoods.
- To encourage sustainable and green design features, including those that promote water, resource, and energy conservation.
- To encourage the design of attractive rooftops that contribute to a memorable Downtown skyline.
- To advance the theme of "City in a Park" for Downtown, create more green features and public open space, and promote connections to the rest of the park and open space system.

20.25A.150 Context

This section provides design guidelines for five major topic areas focused on the relationship between development and the surrounding built and natural environment:

- Relationship to height and form of other development is intended to support each new development in enhancing the aesthetic quality of Downtown and its architectural context
- Relationship to publicly accessible open spaces is intended to promote the ability of development to minimize impacts on public open space and to enhance use and accessibility to public open space through site and building design
- Relationship to transportation elements is intended to promote logical connections to multimodal transportation options and minimize impacts of service and parking access on adjacent land uses and the public realm
- Emphasize gateways is intended to help celebrate entrances and transitions into and within the Downtown
- Maximize sunline on surrounding area is intended to minimize the loss of sunlight and sky view as a result of new development

A porte cochere is a covered area at an entrance to a building through which a vehicle can pass through in order for occupants to board or alight.

20.25A.160 Site Organization

This section provides guidance to help promote street activation and coordinated internal circulation within the downtown superblocks that comprise the majority of the Downtown Subarea. The superblocks extend 600 feet along each side compared to a typical city block that extends 300 to 350 feet on a side. An intent statement and guidelines are provided for the following:

- On-site circulation, addressing site circulation for servicing and parking; on-site passenger and guest loading zones, porte cocheres, and taxi stands; pedestrian and cycling connections
- Building entrances, intended to help animate the street and encourage pedestrian activity in the public realm rather than inside the building
- Through-block pedestrian connections, providing opportunities for increased pedestrian movement through superblocks in Downtown and helping to reduce the scale of the superblocks
- Open space, intended to encourage active and passive recreation, spontaneous and planned events and the preservation of the natural environment

The proposed code includes an intent statement and specific guidelines for each of these topic areas.

20.25A.170 Streetscape and Public Realm

This section provides design guidelines for streetscapes, for five designations of streets according to level of pedestrian activity, for alleys with addresses and for upper level retail.

- **Streetscapes.** Contains design guidelines intended to define the pedestrian environment, protect pedestrians from the elements, create a variety of outdoor spaces, provide places for stopping and viewing, integrate artistic elements, orient lighting toward sidewalks and public spaces, and orient hanging and blade signs to pedestrians.
- **Right-of-way designations.** Provides design standards and guidelines for the streetscape organized by five major right-of-

way designations for downtown streets. Designations are as listed below and shown in Figure 4 on page 27:

A. Pedestrian Corridor/High Street—Highest orientation to pedestrians achieved through emphasizing the design relationship between the first level of the structure and the space between the structure and the curb line. Active uses shall be provided in the design.

B. Commercial Street—Shall have a moderate to heavy orientation to pedestrians achieved by development design so that there is a close relationship between exterior and interior activities with respect to both physical and visual access. Intended to provide a diverse and active connection between the active uses in "A" rights-of-way and other downtown streets.

C. Mixed Street—Shall have a moderate orientation to pedestrians achieved by designing some relationship between interior and exterior activities with respect to visual access. "C" streets are to provide a major pedestrian connection between the core area and residential areas surrounding Downtown.

D. Neighborhood Street—Shall have a low to moderate orientation to pedestrians and shall complement residential uses achieved by designing some relationship between interior and exterior activities with respect to visual access and by incorporating landscape features that soften the urban edge.

E. Perimeter Street—May have a lower volume of pedestrians and are intended to provide a visual buffer between the downtown and surrounding residential neighborhoods. Intended to provide a graceful transition to adjacent residential districts.

For each of these designations, the proposed design guidelines provide standards for transparency, weather protection, points of interest, and vehicular parking. For "A" and "B" designated streets, a standard for active uses along the street wall is also provided.

The draft code defines active uses as uses within a building that support pedestrian activity and promote a high degree of visual and physical interaction between the building interior and adjacent public realm. (Draft LUC 20.25A.020).

- **Alleys with addresses.** Intended to serve as active through-block connections and faced with a mix of retail activity and residential uses. This is to be achieved by emphasizing the relationship between the vertical street wall and the ground plane devoted to through-block access and the public right-of-way. Retail, restaurant and other commercial entries shall be provided for in the design. Design standards and guidelines are provided to achieve this intent. See Figure 5 on page 31.
- **Upper level retail.** Intended to activate the ground level pedestrian environment through extensive visual access to the upper level from the exterior, convenient and frequent access from the street or alley with address, clear line of sight from grade, and visibility of ongoing activity within the upper level retail. Design standards and guidelines are provided to achieve this intent.

20.25A.180 Building Design (Base, Middle and Top)

The building design section provides design guidelines for overall building design, building base, middle (tower), and top. Each of these subsections are briefly described below.

- **Overall building design.** Addresses use of materials and building massing, including encouraging high quality materials and providing interesting building massing.
- **Building base (podium).** Describes the role of the building base as relating tall buildings to the human scale, fit harmoniously within the street wall context, define the edges of adjacent streets, and maintain access to sunlight. Design guidelines are proposed for the following aspects of the building base.
  - » Articulate the building base with high-quality materials and design elements that fit with the aesthetic quality of neighboring buildings and contribute to the pedestrian scale and appearance.
  - » Provide clear, unobstructed views into and out from ground floor uses facing the public realm.
  - » Design inviting retail and commercial entries

  - Encourage retail corner entries
  - Encourage inviting ground floor retail and commercial windows
  - Provide multiple entrances
  - Build compatible parking structures
  - Integrate building lighting

- **Middle (tower)**
  - Promote thoughtful tower placement in order to minimize wind impacts and the perceived scale of the building compared to the pedestrian.
  - Maximize energy efficiency in tower orientation and articulation
  - Design towers to accommodate changing occupancy requirements
  - Promote visually interesting upper floor residential windows

- **Top**
  - Create attractive building silhouettes and rooflines
  - Foster attractive rooftops

Proposed Design Departure Review Process

During the CAC review process, the CAC recommended that the City should explore potential process modifications that allow developers some flexibility through design departures to encourage creativity and unique architecture. Specifically, the CAC recommended the following:

> *To further encourage exceptional design, additional flexibility is proposed. Guidelines for which a departure is available are noted in the section above. Proposed decision criteria include:*
>
> - *The departure would result in a development that better meets the intent of the adopted design guidelines and statements of intent.*
> - *A public benefit is derived from the departure.*

Proposed LUC 20.25A.030.D (Departures) establishes two different processes for considering a departure from strict application of the Land Use Code:

- **Administrative Departure** is intended to provide an administrative review process to modify provisions of the Land Use Code when strict application would result in a downtown development that does not fully achieve the policy vision as it is articulated in the Comprehensive Plan.
- **Legislative Departure** is intended to provide a departure process to modify provisions of the Land Use Code, and to approve final construction design for privately developed spaces that functions as part of the public realm.

Administrative Departures

- **Applicability.** LUC 20.25A.030.D. establishes that the Director of Development Services, through the Master Development Plan or Design Review processes, may administratively approve a proposal that departs from:
  - » Specific numeric standards contained in LUC 20.25A.090 (Street and Pedestrian Circulation Standards), 20.25A.110 (Landscape Development) and 20.25A.140 through 180 (Design Guidelines)
  - » Land Use Code requirements that specifically provide an opportunity for the Director to approve a departure subject to the provisions of this paragraph.
- **Decision Criteria.** The Director may approve a proposed departure if the proposal would:
  - » Advance a Comprehensive Plan objective that is not adequately accommodated by strict application of the Land Use Code; and
  - » Be more consistent with the purpose and intent of the Code; and
  - » Is the minimum reasonably necessary to achieve the Comprehensive Plan objective or code intent; and

  - » Meet any administrative departure criteria required by specific terms of the Land Use Code; or
  - » Is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement with the City pursuant to LUC 20.25A.939.D.2.

- **Limitations.** Administrative departures may only be approved consistent with the limitations contained in the Land Use Code section that authorizes the departure or through a variance granted under the terms of LUC Part 20.30G.

Legislative Departures

- **Applicability.** The City Council, through a Development Agreement consistent with Land Use Code provisions, may modify the following provisions:
  - » Uses prohibited under the terms of LUC 20.25A.040 and LUC 20.258A.050 when necessary to facilitate the adaptive reuse of a building; and
  - » Expansion of amenities specifically identified for participation in the FAR Amenity Incentive System (LUC 20.25A.070) to include a new Flexible Amenity; and
  - » Final construction design for certain features, including pedestrian bridges, pedestrian corridor design development plans and major public open space design development plans, that function as part of the public realm.

- **Decision Criteria.** The City Council may approve a Legislative Departure from strict application of the Land Use Code consistent with the requirements of LUC 20.30L (Development Agreements).

- **Limitations.** Provisions of the Land Use Code that are not identified as appropriate for modification through the Development Agreement process, FAR bonus values, proposals that are capable of being approved through administrative processes, and procedural provisions in LUC 20.30 or 20.35 may not be varied through the legislative departure process.

Environmental Implications

Downtown Design Guidelines

The Downtown Design Guidelines have been consolidated, reorganized and streamlined to improve usability. Overall, both the draft and existing guidelines continue to support adopted Comprehensive Plan direction in seeking to "...ensure high quality, aesthetically pleasing Downtown development" (S-DT-10). From an environmental perspective, the proposed design guidelines help to avoid or mitigate potential impacts of development on aesthetics and land use compatibility, pedestrian mobility and pedestrian-friendly design, open space, and on-site vehicular circulation and parking. As discussed below, environmental impacts are likely to result in beneficial or neutral impacts on the environment.

Aesthetics and Land Use Compatibility

Proposed design guidelines seek to locate the bulk of height and density projects away from lower intensity land use districts, use design features that complement adjacent buildings, minimize offsite impacts by directing light and noise away from adjacent and less intense uses. Collectively, these measures could help increase land use compatibility and provide for a smooth transition between uses that differ in height, bulk and intensity.

Design guidelines address high quality and durable materials and use of architectural elements proportionate to the size of the building. With respect to building design, design guidelines promote high quality materials, horizontal and vertical articulation, and pedestrian-scaled design. In addition, specific guidelines address the base, middle and top of towers, addressing such issues as entries, transparency, lighting, signs, energy efficiency, and attractive building silhouettes and rooflines, among others. The proposed guidelines provide new substantive guidance for architectural design and use of materials that is consistent with Comprehensive

Plan guidance and CAC recommendations. These changes could result in a beneficial impact to downtown aesthetics and land use compatibility. They are unlikely to result in any significant adverse environmental impacts.

Open Space

Guidelines that address building design and relationship to open space seek to ensure that site design preserves sunlight on public open spaces and enhances the experience of using the open space. Guidelines for design of open space focus on measures to promote access, amenities, year-round use, weather protection, art, and safety and comfort. In the current code, the majority of the design guidance for open space is associated with the Pedestrian Corridor. The proposed open space guidelines carry forward, refine and expand upon existing code guidance and would apply to open space located throughout the Downtown. Proposed guidelines are consistent with adopted policy guidance and CAC recommendations and would likely result in a beneficial impact to downtown open space character and usability.

Pedestrian Mobility and Pedestrian-Friendly Character

New design guidelines for through-block connections and streetscape measures addressing the pedestrian environment, weather protection, places for stopping and viewing, art and sign orientation all would encourage increased pedestrian mobility and enhance the pedestrian experience. Additional guidelines identify rights-of-way according to pedestrian activity (see Figure 4 on page 27) and provide design guidance for each classification. Taken together, these measures would enhance the ability of pedestrians to move around the Downtown and, through creating a safe and comfortable environment, would encourage increased levels of pedestrian travel. This could potentially result in indirect beneficial impacts of decreased vehicular use, decreased energy and natural resource consumption, improved air quality and decreased noise levels.

On-site Circulation and Parking

On-site circulation and parking design guidelines address site servicing, passenger loading zones and taxi stands, and parking. Other guidelines emphasize logical connections to all modes of the transportation system and minimizing the negative impacts of service and parking areas. Proposed guidelines carry forward and refine existing code guidance. These guidelines are consistent with adopted policy guidance and CAC recommendations and would likely result in a beneficial impact to development character, safety and transportation mobility.

Views

As noted previously, the existing code provides guidance for view preservation, stating that consideration should be given to view corridors that provide the opportunity for viewing Lake Washington, the Seattle skyline, the Olympic and Cascade Mountains from major public open spaces and the major pedestrian corridor in the Downtown Core.

Proposed design guidelines provide direction for views and view protection in more limited situations. These include minimizing impacts on view corridors from pedestrian bridges (20.25A.100.D.11) and maximizing views of the sky from public spaces (20.25A.150.E). The draft Code does not identify any specific views or view corridors that should be protected. In general, design guidelines focus more on ensuring access to the sun and preserving views of the sky and publically accessible spaces, rather than view protection. Without the specific guidance provided in the existing Code, the City's substantive authority under SEPA, consistent with existing Comprehensive Plan and Downtown Subarea Plan policies could be used to protect valued public views. However, this approach would result in a less predictable development review process for some development and less certainty about how and what types of public views would be preserved. Please see also the discussion of views in the Building Height and Form Issue Paper.

Design Departures

As part of the Downtown Livability Initiative code amendments, the City has proposed a new administrative and legislative process that would allow some flexibility for design departures from certain development standards and design guidelines in order to encourage creativity and unique architecture. Specific applicability, decisional criteria and limitations are identified in the draft code; please see the description above.

If adopted, this new procedural process would not result in direct environmental impacts. The potential for indirect impacts is unknown and would depend on the nature of the application and findings of the review process and could be positive, neutral or negative. Although the departure process introduces a level of unpredictability, the application of proposed decision criteria and design guidance is intended to result in no significant adverse environmental impacts. The potential impacts of a proposed departure from standards or guidelines would be evaluated as part of the project-level SEPA review and appropriate mitigation, if needed, could be applied.

Transportation

In the City of Bellevue 2011–2012 budget, the City Council approved capital and operating funding to support an update to the Downtown Transportation Plan, and directed the Transportation Commission to develop a comprehensive multimodal mobility strategy to support Downtown growth to 2030 and beyond. The Commission recommendations for transportation system improvements are intended to accommodate the motorized and non-motorized trips generated by a forecast increase of 28,000 jobs and 12,000 residents—representing approximately 75 percent of the planned employment growth in the city, and over 50 percent of the planned residential growth between 2010 and 2030.

To accommodate this growth in a manner that would balance the needs of people using multiple transportation modes, the City began a process to update the Downtown Transportation Plan (DTP) in 2012. A separate but related land use planning process known as the Downtown Livability Initiative (DLI) was begun in 2013. The DTP and the DLI address some of the same concerns, such as mobility and access, but each focuses on different aspects of these needs. Their mutual goal is to achieve a downtown that is easy to get around using multiple transportation modes and is accommodating to residents, workers, and visitors alike.

The recommended DTP is comprised of a comprehensive slate of transportation projects to address mobility to, from and within Downtown. Downtown mobility is based on the premise that everyone should be able to get around in Downtown Bellevue safety and comfortably, a concept that requires a balancing of the needs of vehicle drivers, transit riders, pedestrians and bicyclists. The multimodal mobility strategy is intended to provide access for private vehicles and to accommodate the emerging demand for pedestrian, bicycle and transit facilities. A multimodal approach to mobility considers both quantitative and qualitative measures that hone in on the types of projects that best match the needs of the

community. Transportation system improvements are intended to support mobility for the 70,300 employees and 19,000 residents that are forecast for 2030, as well as the visitors that help to make downtown Bellevue a vibrant urban center.

The environmental implications of substantively new recommendations from the Downtown Transportation Plan and transportation-related recommendations of the DLI are summarized in Table 17 below by major topic (vehicles and roadways, transit, pedestrians, and bicycles). Potential mitigation measures for the impacts are included where appropriate.

Table 17 Key Transportation Issues and Environmental Implications

Key Issues	Environmental Implications
Vehicles and Roadways	Average vehicle delay will increase in the PM peak hour compared to existing conditions, but there will be less of an increase with adoption of the proposed Land Use Code Amendments and no significant environmental implications are anticipated. Recommended changes in on-street parking and curbside load zones would provide additional parking supply and vehicle-based services to support Downtown residents and businesses. Potential impacts on traffic and non-motorized uses would be addressed on a project-specific basis and related project-level environmental review.
Transit	Recommended improvements in transit coverage, capacity, speed and reliability would improve Downtown mobility and encourage transit ridership. Potential impacts, if any, on non-transit traffic would be addressed in future corridor studies and associated environmental review.
Pedestrians	Recommended pedestrian facility improvements would enhance Downtown pedestrian mobility. Potential benefits to pedestrians and impacts to traffic flow of mid-block crossings would be assessed on a project-specific basis and related project-level environmental review.
Bicycles	Recommended bicycle facility improvements would enhance Downtown bicycle mobility. Bicycle-specific improvements, such as sharrows, protected lanes and green lanes would enhance access and safety for bicyclists, but could impact traffic operations on roadways where they are implemented. Impacts would be assessed through corridor studies or on a project-specific basis and associated environmental review.

Vehicles and Roadways

The Downtown Transportation Plan (DTP) focuses on the following components of mobility for people in vehicles on Downtown roadways:

- **Downtown access:** roadway network within Downtown
- **Regional and neighborhood access:** connections to and from Downtown
- **Roadway capacity:** roadway function in terms of vehicular delay at intersections and travel time
- **Traffic flow/efficiency:** using technology to manage traffic flow and add system capacity
- **Parking and curbside uses:** including parcel freight loading/unloading, passenger drop-off/pick-up, taxi stands and electric vehicle charging stations

What is a Person Trip?

A person trip is one that is taken that has an origin and a destination in different transportation analysis zones (TAZs), which in Downtown Bellevue generally consist of one superblock. Trips taken within superblocks—such as a walk to get coffee—are not counted.

Employment and population forecasts were used to estimate the number of person trips expected in Downtown Bellevue in 2030 (see Table 18). The 2030 travel demand was forecasted using output from the Bellevue/Kirkland/Redmond (BKR) travel demand model with adjustments by Bellevue staff to account for the short trips within Downtown that are more likely to occur on foot than in a vehicle.

Table 18 Growth in Person Trips: 2010 to 2030 (Rounded to nearest 1,000)

Type of Trip	2010	2030	Change
Home-Based Work Trips	55,000	104,000	49,000
Home-Based Other Trips	188,000	317,000	129,000
Non-Home-Based Trips	150,000	244,000	94,000
Total	385,000	665,000	280,000

Source: City of Bellevue

Of the 665,000 projected person trips, 578,000 are expected to be trips coming in or going out of Downtown, while 137,000 are trips within Downtown. Of these trips within Downtown, 11,000 are expected to be transit trips, 50,000 are expected to be auto trips, and 76,000 are expected to be short-distance walk trips.

Between 1990 and 2013, the number of vehicle trips at specific measurement points on arterials in Downtown Bellevue remained relatively constant, despite substantial growth in jobs and population. To assess the function of downtown intersections with the intent to identify potential roadway capacity projects, staff in the City's Transportation Modeling and Analysis Group built and implemented a dynamic traffic assignment forecast—using software called "Dynameq"—to document existing (2010) intersection level-of-service (LOS) and to forecast 2030 LOS; the Dynameq model assumes planned and funded changes to the transportation network, including the reasonably foreseeable future projects outlined on the following page. These projects will improve vehicle access to the regional roadway system (I-405) and connectivity to east Bellevue and the BelRed Subarea. They will also accommodate more vehicles, and help reduce growth in congestion in Downtown, especially on east-west arterials. Proposed projects and recommendations in the DTP are compared against modeling of future projected traffic levels from the Dynameq model.

Based on the modeling results, the DTP determined that all but one intersection would meet the city's level of service (LOS) standard of E+ for Downtown intersections, and that adding general purpose vehicular capacity beyond the baseline scenario would not be needed to accommodate 2030 projected growth. The modeling shows that some intersections may approach a level of congestion that would require operational or capacity modifications, but that implementation of coordinated and adaptive signal system technology (Sydney Coordinated Adaptive Traffic System or SCATS) has been effective at optimizing the available capacity of the roadway system while also better accommodating the needs of pedestrians and transit (see Figure 6 on page 36 and Table 19 on page 143).

Level-of-Service (LOS)

LOS standards are measures set by the City to ensure quality public services, such as transportation.

The adopted intersection level-of service standard for Downtown Bellevue requires an average intersection LOS of E+, which roughly translates to a delay of less than 80 seconds. The average delay was 27 seconds in 2010.

Reasonably Foreseeable Planned Future Roadway and Transit Capacity Projects

"Baseline Scenario" projects are those that had substantial funding commitments in 2010 by state, regional and local agencies, plus other projects that were reasonably foreseeable at the time. Other projects that had advanced through the planning process in terms of both design and funding commitments to the point where they can be considered reasonably foreseeable are included under the "Build Scenario." All of these projects were either under construction or were expected to be constructed by 2030 and, as such, all projects are included in the Baseline Scenario for the purposes of this issue paper.

Baseline Scenario

East Link Light Rail: Light rail between Seattle and Redmond through Bellevue, with a station in Downtown Bellevue

RapidRide B: Bus rapid transit between Downtown Bellevue and Downtown Redmond

NE 2nd Street: Widen to five lanes between Bellevue Way and 112th Ave NE

110th Avenue NE: Widen to five lanes between NE 6th St and NE 8th St

NE 4th Street: Extend from 116th Ave NE to 120th Ave NE

NE 6th Street: Extend across I-405 from the center HOV direct access ramps to 120th Ave NE

120th Avenue NE: Widen to five lanes between NE 4th St and NE 15th St

124th Avenue NE: Widen between NE 8th St and NE 15th St

NE 15th/16th Street (Spring Boulevard): New roadway segments in the BelRed Subarea

Bellevue Way SE: One high-occupancy vehicle (HOV) lane southbound from 112th Ave SE to the South Bellevue Park & Ride to align with the planned southbound HOV land between the park and ride and I-90

Build Scenario

SR 520: New ramps to/from east at 124th Ave NE to complete the interchange

SR 520: Eastbound slip ramp under 148th Ave NE to connect to 152nd Ave NE and the Overlake Village area in Redmond

I-405: Southbound braid from SR 520 to NE 10th St

I-405: One auxiliary lane (collector/distributor) each direction, between SE 8th St and SR 520; the portion north of Main St will be accomplished through restriping, not additional widening

Table 19 Forecast Change in PM Peak-hour Traffic Volumes and Level of Service: 2010 to 2030

Measure	2010	2030
PM Peak Hour Vehicle Volume[a]	82,000	119,000
Average Delay per Vehicle at Intersections (seconds)	27	48
Average Level-of-Service for all Downtown Intersections	LOS C *(LOS C ranges from 20-35 seconds)*	LOS D *(LOS D ranges from 35-55 seconds)*
Total Delay (hours) for all Vehicles in the PM Peak Hour[a]	600	1,600

[a] *Rounded to nearest 1,000*
Source: City of Bellevue

Parking and Curbside Uses. The DTP evaluated on-street parking and other uses for curbside space, including parcel/freight loading/unloading, passenger drop-off/pick-up, taxi stands and electric vehicle charging stations. Recommended types of projects include:

- Providing additional on-street parking at high-opportunity locations; and evaluating additional parking in moderate opportunity locations
- Installing parking meters for pay parking
- Designating new passenger drop-off/pick-up areas/loading zones
- Accommodating temporary taxi stand use along the curb during evenings and weekends
- Installing electric vehicle charging stations

Environmental Implications

The DTP modeling analysis shows that on average, the Downtown intersections would meet City LOS standards in 2030 with operational mitigation and Baseline Scenario transportation capacity improvements. In addition, the changes to development patterns that would result from the proposed Downtown Livability Initiative (DLI) code amendments would improve traffic operations and reduce delays compared to the 2030 baseline scenario. By

Table 20 2030 Forecast Vehicle Delay and LOS in Downtown Bellevue, DTP vs DLI

Measure	2010	2030 DTP	2030 DLI	Difference between 2030 DTP and DLI Scenarios
PM Peak Hour Vehicle Volume[a]	82,000	119,000	117,000	-2,000 (2%)
Average Delay per Vehicle at Intersections (seconds)	27	48	45	-3 (6%)
Average Level-of-Service for all Downtown Intersections	C *(LOS C ranges from 20-35 seconds)*	D *(LOS D ranges from 35-55 seconds)*	*D (LOS D ranges from 35-55 seconds)*	No change
Total Delay (hours) for all Vehicles in the PM Peak Hour[a]	600	1,600	1,500	-100 (9%)

[a] *Rounded to nearest 1,000*
Source: City of Bellevue

making changes to the allowed building height and floor area ratio in different areas of Downtown, some of the forecast jobs would be redistributed to areas north, south, and east of the Downtown Core. While the Downtown Livability Initiative and the Downtown Transportation Plan used the same market forecast for residential and employment growth in 2030, potential changes to development patterns resulting from the DLI code amendments, relative to the DTP assumptions, include:

- An additional 1,132 residents and 4,504 fewer jobs in the Downtown Core area in 2030.
- An additional 2,416 jobs and 1,132 fewer residents in the areas north and south of the Downtown Core.
- An additional 2,088 jobs by 2030 in the Downtown Office and Limited Business (OLB) district.

As shown in Table 20, the 2030 PM peak-hour volume, average delay and total delay would all decrease with implementation of the proposed Downtown Livability Initiative (DLI) land use code amendments. The 2030 average vehicle delay at Downtown intersections is shown in Figure 11.

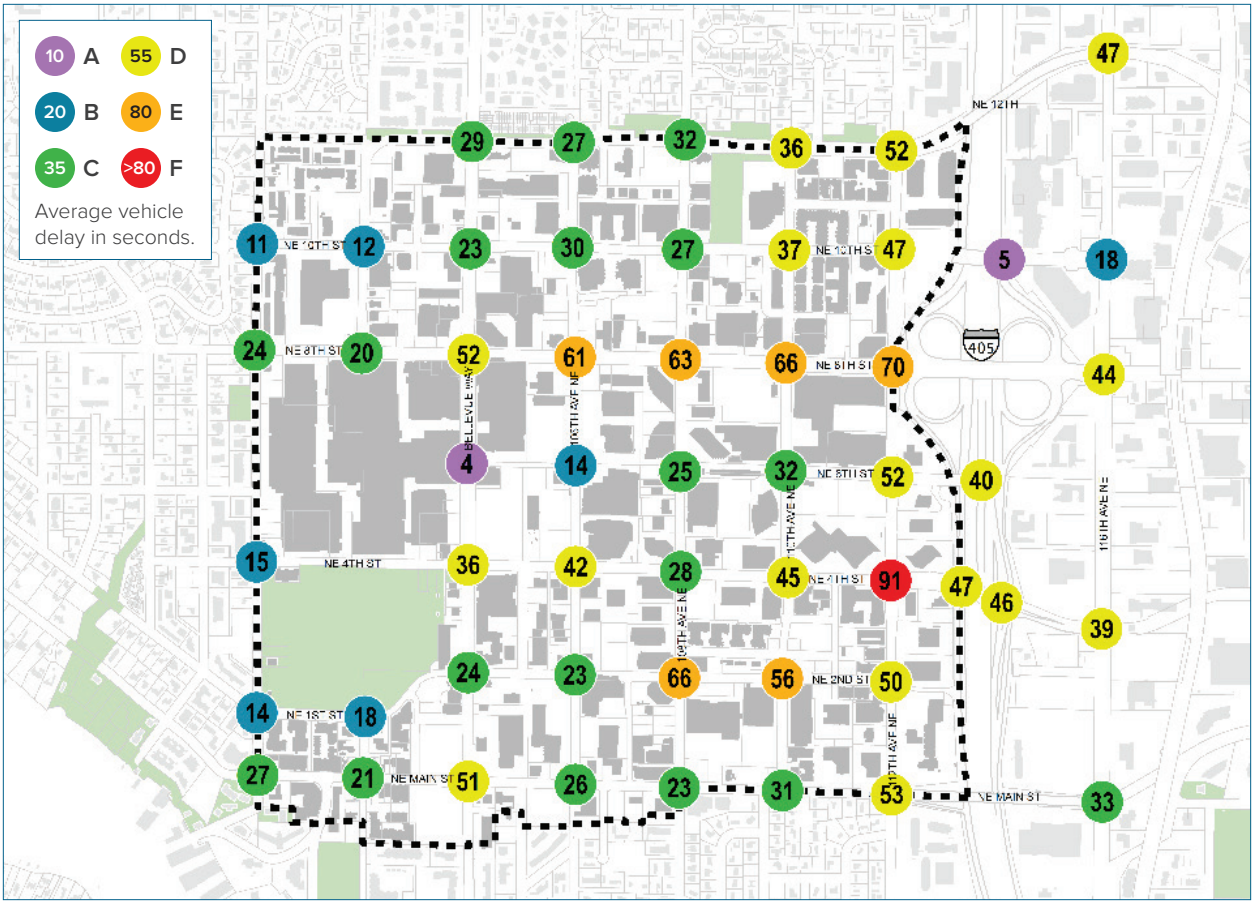


Figure 11 2030 Average Vehicle Delay at Downtown Intersections (based on DLI scenario)
Source: City of Bellevue

The DLI scenario would improve future overall Downtown roadway operations relative to the DTP scenario by changing the distribution of trips. Overall, the DTP scenario would provide for vehicle circulation well within the adopted LOS for Downtown intersections, and implementing the DLI scenario would shift travel demand away from the Downtown Core, thereby relieving some pressure on intersections within the Downtown Core.

Parking and Curbside Uses. The DTP identifies recommended changes to the supply of on-street parking, implementing paid parking, and adding new uses to curbside lanes, such as new drop-off/pick-up

areas, loading zones and taxi stands. Benefits to residents, businesses and visitors are likely to accrue with the recommended curbside uses that provide for a transfer of people and goods between the street and the sidewalks and buildings. New pick-up/drop-off locations, load zones, taxi stands, etc. are expected to be established through new development, and generally would not use existing travel lanes during peak vehicle travel times. Changing the use of curbside lanes to provide additional on-street parking supply is not expected to significantly affect traffic because the DTP recommends most of these changes be effective during off-peak-traffic times. Potential impacts on traffic, as well as non-motorized uses, would need to be evaluated for specific proposals as those are developed.

Transit

In consideration that Bellevue does not operate a transit system, but the City does own, operate and maintain the roadways and intersections upon which transit relies, the DTP focuses on the following four transit system components:

- Transit coverage
- Transit capacity
- Transit speed and reliability
- Transit passenger comfort, access and information

The Downtown Bellevue **transit coverage in 2010** was 86 percent. With planned transit system improvements and focused land use growth along transit priority corridors, transit coverage is expected to increase to 97 percent in 2030. To achieve the 2030 anticipated transit coverage, recommendations in the DTP include:

- Modifying existing or future transit routes to better serve the northwest and southeast quadrants of Downtown
- Providing a successor to the Sound Transit 550 route to serve the southwest quadrant when East Link begins operations in 2023
- Providing a route with frequent service on 116th Avenue NE to serve local hospitals

The number of transit trips (boardings and alightings) is projected to increase almost five-fold by 2030, from 10,000 to 57,000. The

What is Transit Coverage?

Transit coverage, for purposes of the Downtown Transportation Plan, is the percent of Downtown residents and employees who live or work in a Transportation Analysis Zone (TAZ) that is within 600 feet of a bus stop with frequent service or a light rail station. A TAZ is generally a Downtown "superblock" that is 600 feet wide, so the transit coverage geography is the area within about 1,200 feet of a stop/station.

DTP identifies the infrastructure needed to accommodate these trips, while the Bellevue Transit Master Plan (2014) addresses how to provide service to these riders. The greatest demand is expected to occur during the PM peak hour (5 PM to 6 PM), when 210 buses would be on Downtown streets. Based on industry standards, the amount of space at the Bellevue Transit Center (BTC) bus bays and the passenger platform appears adequate to accommodate the forecasted demand, although the existing placement of amenities (benches, signs, and windscreens) restricts passenger access, obstructs the flow of transfers, limits the space for queuing, and fails to capitalize on the weather-protected space. DTP recommendations for **transit capacity** include:

- Articulate policy support and advocacy for sustained and enhanced transit service
- Design modifications to improve the function and flow of the passenger platform of BTC

To address **transit speed and reliability**, Bellevue may invest in capital improvements or perform traffic operation changes to benefit transit passengers and overall mobility. The DTP identifies a hierarchy of transit priority corridors and intersections (see Figure 7 on page 38) where the following types of improvements could be made to improve speed and reliability:

- Transit priority lanes
- Peak hour transit-only lanes
- Bus/bicycle lanes
- In-lane bus stops
- Business access and transit (BAT) lanes
- Transit signal priority
- Improvements to pedestrian environment
- Transit stop consolidation
- Off-board fare payment

To support potential improvements to passenger amenities related to **comfort, access and information**, the DTP recommends a set of transit stop "typologies" to categorize transit stops and identifies a suite of components that may be integrated into each type of

transit stop and its vicinity. These four typologies and recommended components are shown in Table 5 on page 39.

To implement these improvements, Bellevue will continue work with transit agencies and developers to improve facilities. The transit agencies are generally responsible for constructing, installing, and maintaining transit shelters, and these improvements can be supplemented with city resources or private development components. The DTP also recommends that development incentives be implemented through the DLI to integrate transit stop/station components, such as enhanced weather protection, seating, and wayfinding, into the design of buildings near existing or planned transit stops. The recommended DLI land use code amendments include incentives to encourage installation of free-standing canopies at street corners and transit stops to provide weather protection—this type of feature is a component of an Enhanced or an Exceptional Intersection. Maintenance of transit stops also could be supported through sponsorships or an adopt-a-stop program. Lastly, the function and flow of the BTC could be improved with the removal and/or rearrangement of benches, windscreens, wayfinding, telephone booths, and kiosks.

See description of intersection treatments for pedestrians, including Enhanced and Exceptional intersections on page 150.

Environmental Implications

Recommended improvements to **transit coverage** in the DTP would provide better transit access to a larger area of Downtown and allow transit service to be accessible to more people than it is currently. This would also help to address **transit capacity**, along with proposed operational improvements, such as transit priority corridors and signals and bus-only lanes. These operational improvements would be emphasized on Transit Priority corridors and intersections, and would also benefit **transit speed and reliability**. Changes that result in increased transit ridership take pressure off of the roadway system to accommodate more vehicles. The potential impacts of transit improvements on non-transit traffic would be evaluated as part of the proposed corridor studies, as described in the text box at right.

Corridor Studies

The projects and recommendations identified in the DTP and DLI suggest multiple types of improvements along Downtown transportation corridors to meet the needs of people using different modes. These corridor studies will balance the needs of multiple modes over several corridors, recognizing that some corridors may prioritize one mode over another. This may result in some corridors prioritizing pedestrians and bicyclists, some prioritizing transit, and some prioritizing motor vehicles. The DTP recommends that a corridor study be completed to evaluate how to best balance the needs of all these modes on the following corridors:

» 106th Avenue NE between Main Street and NE 12th Street

» 108th Avenue NE between Main Street and NE 12th Street

» Main Street between 100th Avenue NE and 112th Avenue NE

The purpose of corridor studies is to identify specific planned improvements to these corridors and evaluate potential benefits to Downtown mobility.

Other improvements for **transit speed and reliability**, such as off-board fare payment, improvements to the pedestrian environment, and transit stop consolidation, are likely to benefit ridership and not likely to have impacts on non-transit traffic. Consolidating transit stops at fewer locations could mean longer walking distances for riders and more frequent stops at fewer locations on particular corridors. This likely would occur on Transit Priority corridors, where transit would be the emphasized mode and non-transit vehicle traffic has the option to use other corridors. Therefore, any potential impacts on general-purpose traffic in these corridors are likely to be offset by benefits in other corridors and by the enhanced reliability of transit. Pedestrian and bicycle improvements that provide access to transit stops/stations would also benefit non-transit users.

Recommended projects to improve transit rider **comfort, access and information** would make the transit rider experience more positive, which would encourage more people to use transit and would not have a direct impact on non-transit riders. Improving the use and flow of the BTC will also help improve transit capacity.

Pedestrians

The DTP focuses on four components of the pedestrian environment:

- Intersections
- Mid-block crossings
- Sidewalks
- Through-block connections

The DTP recommends three types of **intersection** treatments: Standard, Enhanced and Exceptional. Standard intersections are the most common, with pavement striping spaced 8-feet apart and pedestrian actuated signals. Enhanced intersections are wider than standard to accommodate higher numbers of pedestrians and provide separation from vehicles, and may include wayfinding and freestanding weather protection at corners, special pavement treatment or striping across the street, and curb bump outs or tighter radius to shorten the crossing distance, calm traffic and provide pedestrian queuing areas. Exceptional intersections may incorporate components of Enhanced intersections, and may also include a pedestrian scramble signal phase, raised crossings, and landmark freestanding wayfinding. Intersections identified as Exceptional include those along the Pedestrian Corridor (NE 6th Street at 110th Avenue NE, 108th Avenue NE, 106th Avenue NE and Bellevue Way), in Old Bellevue across Main Street, and at the 102nd Avenue NE and NE 1st Street entrance to the Downtown Park.

The Downtown Subarea Plan encourages implementation of **mid-block** crossings to help reduce the scale of the superblocks in Downtown Bellevue; the locations of mid-block crossings recommended in the DTP are shown in Figure 8 on page 41. These crossings could include full signalization, warning beacons, median islands or grade-separated pedestrian bridges. The City Council has approved the location of several pedestrian bridges already, including across Bellevue Way, NE 4th Street and NE 8th Street, and the DTP recommends additional locations, including across NE 6th Street between the City Hall Plaza/future East Link light rail station and Meydenbauer Center. The DTP provides

recommendations on signalization, signage, crosswalk markings and medians and planters.

The Downtown Land Use Code prescribes the width of **sidewalks** and landscaping treatment adjacent to the street. Both the private and public sector are responsible for implementing these provisions in new projects. The DTP recommends a land use code amendment to increase the required width of the sidewalk along certain heavily traveled street segments (such as 106th Avenue NE) from 12 to 16 feet to accommodate more pedestrians, window shoppers and café seating. As described in Chapter 3, wider sidewalks consistent with this recommendation were previously approved as part of the Downtown Livability Early Wins code amendments (LUC 20.25A.090). The DTP also recommends a continuous landscape planter instead of trees in tree grates along streets with no on-street parking.

Though the Downtown Land Use Code already requires **through-block connections** be incorporated into new development, the connections are implemented inconsistently and it is difficult in some cases to know where the connections lead or if pedestrians are welcome. To address this, the DTP recommends certain design refinements—such as standard public access wayfinding, commonly recognizable paving materials or inlays, and universal accessibility according to Americans with Disabilities Act (ADA) standards. These recommendations are addressed in the proposed land use code amendments through the design guidelines for through-block connections, see LUC 20.25A.160.D in Appendix 1.

In addition to these four components of pedestrian mobility, the DTP recommends design considerations for the **Pedestrian Corridor** to improve accommodations for bicyclists without intimidating pedestrians, such as integrating special paving and wayfinding. The DTP also recommends that the Downtown Livability Initiative process identify specific code-related strategies for implementing these design improvements to the Pedestrian Corridor. Proposed land use code amendments for Pedestrian Corridor design can be found in LUC 20.25A.090.C.1 and 20.25.A.170.B.1 (see Appendix 1).

What is the Pedestrian Corridor?

The Pedestrian Corridor—a 60' wide corridor along the alignment of NE 6th Street between Bellevue Way and 110th Avenue NE—is considered a high priority route for both pedestrians and bicyclists. Development of this corridor has been ongoing since first envisioned in 1981. The corridor will be increasingly important as new development occurs and light rail becomes an anchor destination on the east end. It is part of a "Grand Connection" that will extend from Meydenbauer Bay, through Downtown and to the Wilburton neighborhood east of I-405.

Pedestrian Corridor Strategy #1 from the Downtown Livability Initiative recommends extending the corridor east to 112thAvenue NE, through the City Hall superblock, to be more integrated with the Civic Center District and the future light rail station.

Environmental Implications

Most recommended improvements to **intersections** would not likely have impacts to vehicle traffic, and Enhanced and Exceptional intersections would improve safety for pedestrians and bicyclists. Improvements at some intersections may involve rechannelization to provide space for curbed bumpouts; the potential impacts on traffic from these bumpouts would be evaluated during project development for such improvements. The widening of **sidewalks** in some areas to 12 to 16 feet would improve the pedestrian environment and would not likely have adverse impacts non-pedestrian uses, as these widened sidewalks would occur as part of new development and would not take travel lanes from the roadway. Wider sidewalks would facilitate moving greater numbers of pedestrians and make these areas more desirable to walk through, encouraging more "walk-trips."

Locations and design for **mid-block crossings** would be evaluated with respect to benefits to pedestrians as well as potential impacts to vehicle traffic. Pedestrians using a mid-block crossing would have a shorter walk distance compared to using an intersection to cross the street. Traffic stopping at mid-block crossings could result in delay compared to typical current conditions, where vehicles traverse an entire superblock unimpeded. However, the addition of these crossings would improve pedestrian circulation and improve safety

by providing signalization for crossings or pedestrian bridges. These crossings also may extend **through-block connections**, making the pedestrian experience more comfortable by breaking down the size of superblocks and providing an alternative to walking out of direction to cross at intersections. Improvements in wayfinding and weather protection that are recommended in both the DTP and DLI would make the pedestrian experience more pleasant and encourage walking within Downtown.

Building on the past work to implement the NE 6th Street **Pedestrian Corridor** is also emphasized in both the DTP and DLI recommendations. While this corridor is well established in many segments, improvements can be made in the future to improve the flow and interaction of bicycles and pedestrians, and to make the pedestrian experience more comfortable to encourage greater use. Many of these improvements would occur as adjacent properties are redeveloped and would be promoted through the Amenity Incentive Program recommended in the DLI land use code amendments. In addition, extending the corridor east to 112th Avenue NE would improve access to the East Link light rail station next to City Hall and encourage greater pedestrian and bicycle access to this station. Increasing the attractiveness of this corridor to pedestrians and bicyclists may reduce demand for these uses on other nearby east-west roadways, making this the preferred route for this direction of travel.

Bicycles

The City completed a Pedestrian and Bicycle Transportation Plan in 2009, which identified citywide priority bicycle corridors. North-south corridors are on 108th Avenue NE and 112th Avenue NE/114th Avenue NE, and east-west corridors are on Main Street and NE 12th Street. Figure 9 on page 43 shows the recommended bicycle facilities intended to provide bicycle access throughout the Downtown.

The DTP recommends implementing new tools and providing a robust bicycle wayfinding system. Bicycle facility recommendations include east-west corridor improvements on Main Street and NE 12th

Street, and north-south corridor improvements on 100th Avenue NE and 114th Avenue NE/112th Avenue NE. Corridor analyses for these roadways will be used to determine what types of facilities are needed for all users to safely and comfortably share these roadways. The DTP also recommends a pedestrian and bicycle overpass across NE 8th Street along with improving bicycle facilities along portions of the NE 6th Street Pedestrian Corridor.

Specific types of improvements could include:

- **Shared lane marking (sharrows):** a painted marking in a travel lane to indicate the presence of bicycles, provide wayfinding guidance, and mark the suggested position for bicycles in the lane
- **Protected bicycle lane:** a one-way or two-way bicycle lane physically separated from moving traffic by a painted or physical buffer
- **Green bicycle lane:** a bicycle lane that is painted green along the full length or at potential traffic conflict points
- **Green bike box:** location at an intersection that is painted green to indicate the preferred location for bicyclists to wait for a signal change

To address the demand for short-term bicycle parking, sidewalk bicycle racks are installed and maintained by the City when a demand is noticed or they are requested. The DTP also recommends a land use code amendment requiring or incentivizing new development to include onsite long-term/commuter bicycle parking together with lockers, and showers. Recommended amendments to LUC 20.25A.080 include new requirements for the number of bicycle parking spaces.

To improve access to the two planned East Link light rail stations to serve Downtown, the DTP recommends the use of special pavers and signage to make access more intuitive and comfortable. The East Main Station will include pathways on the south side of Main Street that bicycles will be able to use.

The DTP also recommends exploring the potential of a bike share program for Downtown Bellevue. A feasibility and business plan would need to be completed prior to determine the viability of such a system.

Environmental Implications

Many of the projects described above to benefit pedestrians would also benefit people riding bicycles, especially through-block connections. Other bicycle-specific improvements, such as sharrows, protected bicycle lanes, and green bicycle lanes and boxes would significantly benefit bicyclists, and depending on how these facilities are implemented, could negatively affect traffic operations. Potential impacts would be evaluated in conjunction with proposals for specific improvements, and as part of the corridor studies for the roadways (see page 149 for a list of recommended corridor studies). Adding such facilities to some roadways would improve access and safety for bicyclists and help focus bicycle traffic on those roadways, allowing other roadways to focus on serving transit or non-transit vehicles. Of the various types of improvements, a bicycle facility that is physically separated from traffic would have the greatest safety benefit for people riding bicycles.

Non-roadway improvements, such as the addition of short-term and long-term bicycle parking, wayfinding, a bike share program, and encouraging amenities for bicyclists in new development, would further support bicycling as a convenient and easy way to get around Downtown, reducing the need for motor vehicles. Such reductions in the growth of vehicle trips would improve circulation for all transportation modes within Downtown Bellevue.

7

SEPA Environmental Checklist Part C: Signatures

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature _____

Name of Signee _____

Position and Agency/Organization _____

Date Submitted _____

APP. 1

Draft Code Amendments