

Downtown Livability Initiative



Planning Commission Study Session

February 10, 2016



Where We Are Now

PUBLIC ENGAGEMENT

Work of Council-Appointed
Downtown Livability CAC

Council
Receives
CAC Recs.

Planning Commission
Review and Refinement

Council
Consideration
for Adoption

Early Wins

We Are Here

Analysis and Formation of Code Recommendations:

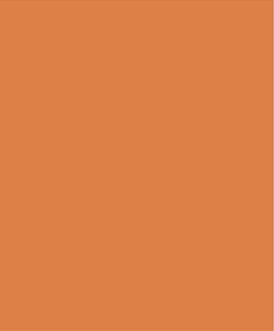
- Public Open Space
- Pedestrian Corridor
- Design Guidelines
- Incentive System
- Height and Form
- Other Topics

Sequence of Topics

Targeted Timing	Topics & Milestones
2016 Q1	<ul style="list-style-type: none">• Walkability / streetscape standards (1/13)• Neighborhood identity (1/13)• Urban form (2/10 & 3/9)• Transportation modeling (2/10)• Stakeholder Exhibits & Open House (3/9)
2016 Q2	<ul style="list-style-type: none">• Open space• Pedestrian Corridor• Incentives technical analysis, amenities list• Design guidelines package
2016 Q3	<ul style="list-style-type: none">• Incentive calibration and weighting• Subarea Plan changes• SEPA documentation• Public hearing• Finalize Planning Commission recommendations to Council

Tonight's Study Session

- Incentive Zoning – Council Principles
- Transportation Analysis Relating to CAC Recommendations
- Develop preliminary Commission height & form direction for:
 - ▣ Applicable Downtown-wide recommendations (for items such as tower spacing, floor plates, podium height, and shade/shadow)
 - ▣ Mixed-Use (DT-MU) District
 - ▣ “Deep B” portion of the Mixed-Use (DT-MU) District
 - ▣ Civic Center portion of the Mixed-Use (DT-MU) District
- Commission direction on potential study of new ideas relating to height and form

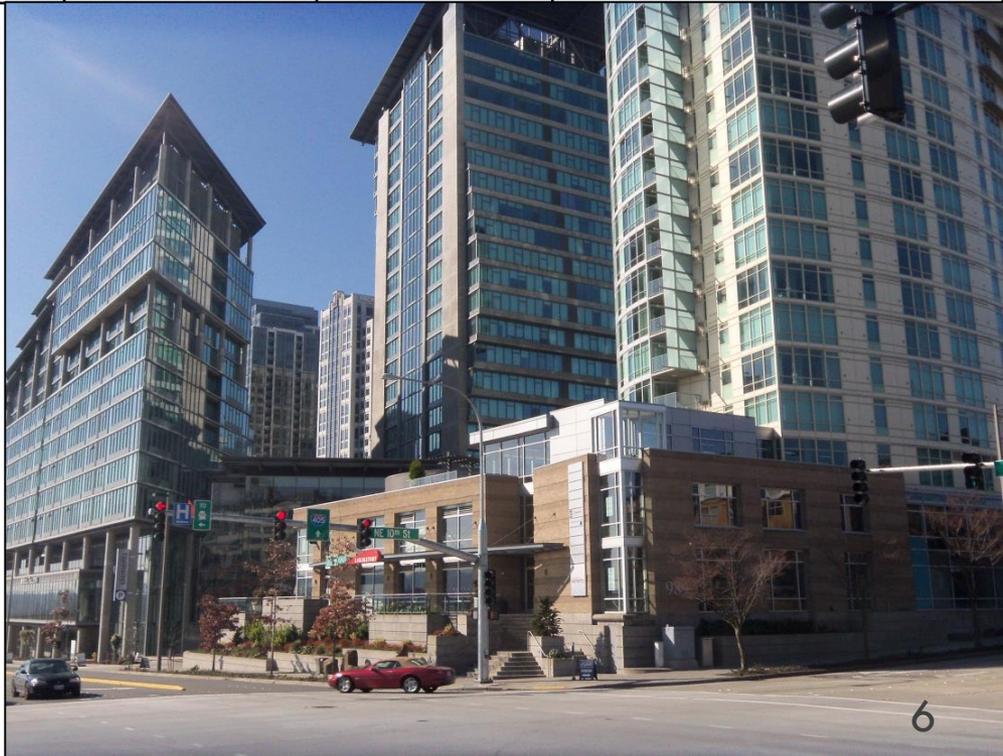


Transportation Analysis

**related to potential height and density
changes**

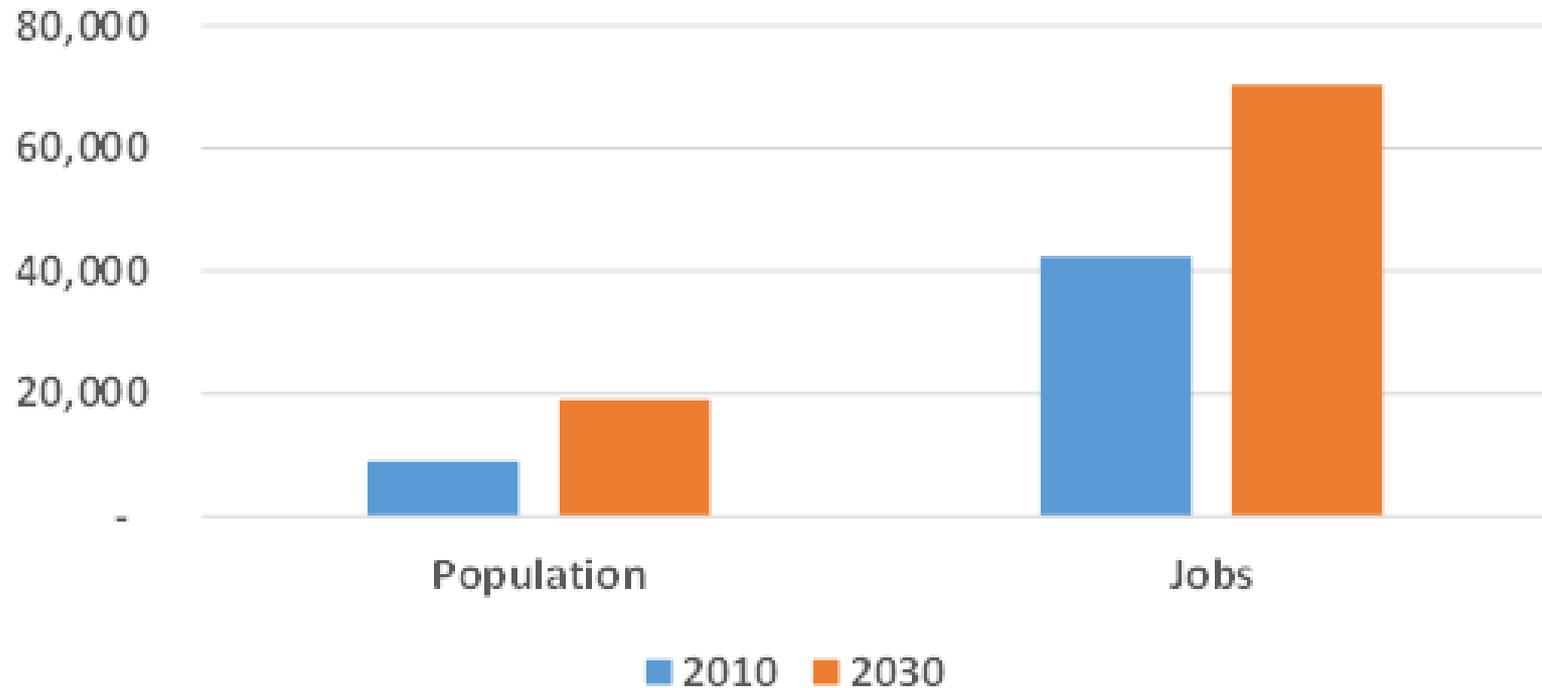
Downtown Land Use Forecast

	1990	2000	2010	2030	2010/2030 Growth
Employment	22,257	34,042	42,525	70,300	+27,775
Population	1,182	2,588	7,147	19,000	+11,853



Downtown Land Use Forecast

Population & Jobs in Downtown:
2010 & 2030 Forecast



DTP Downtown Employment Change

Including Medical Institution District



Employment Change by TAZ:
2010 to 2030
Downtown Transportation Plan Update

Legend

Change is calculated using 2010 and 2030 figures.

Analysis Zone Number (TAZ)

Employment Change

- 1 to -250
- No Change
- 1 to 250
- 251 to 500
- 501 to 1,000
- Over 1,000

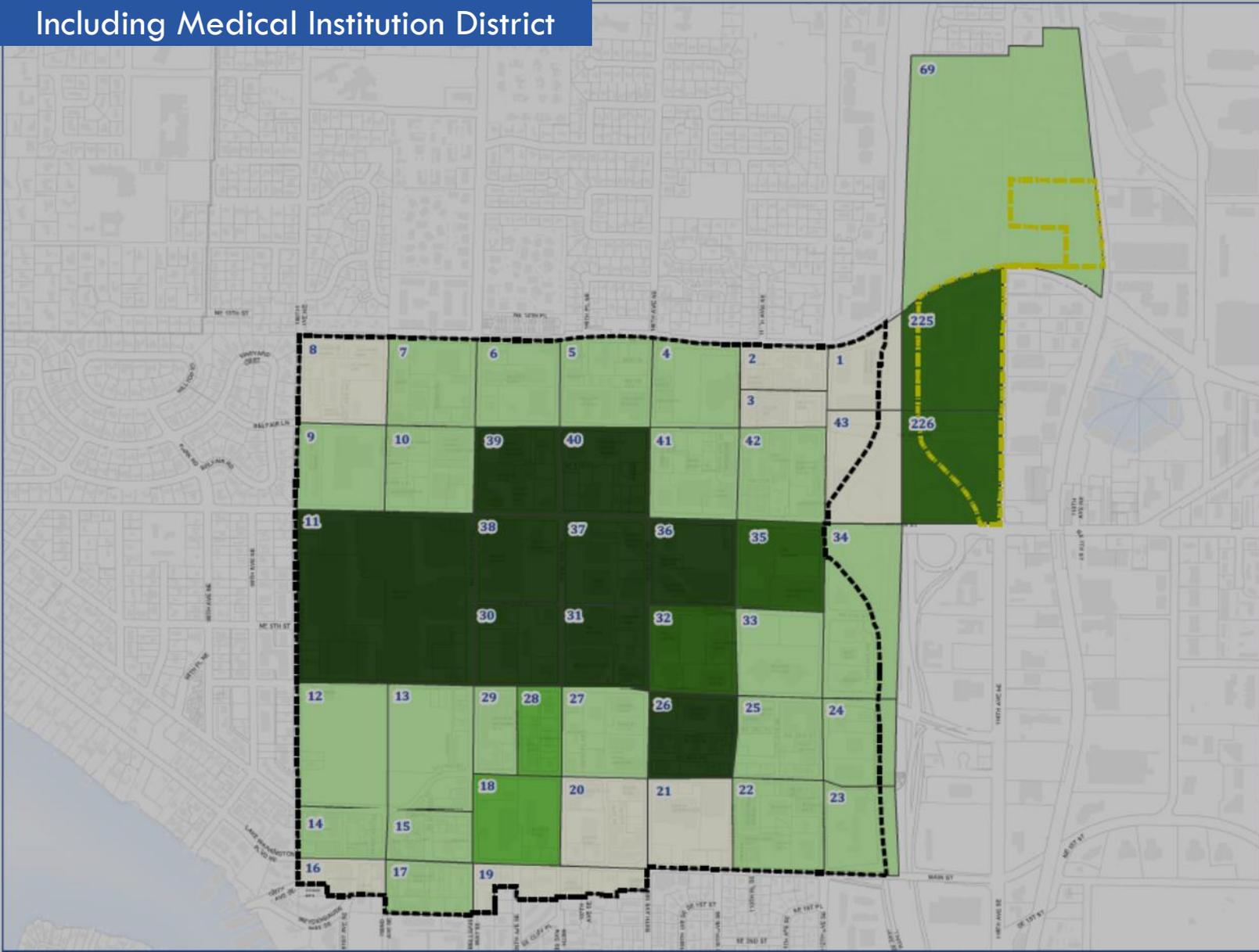
Area Boundaries

- Downtown Bellevue
- Medical Institution District



60,000
Feet

Source:
City of Bellevue
Building Footprints
Spring 2009



DTP Downtown Population Change

Including Medical Institution District



Population Change by TAZ:
2010 to 2030
Downtown Transportation Plan Update

Legend
Change is calculated using 2010 and 2030 figures.

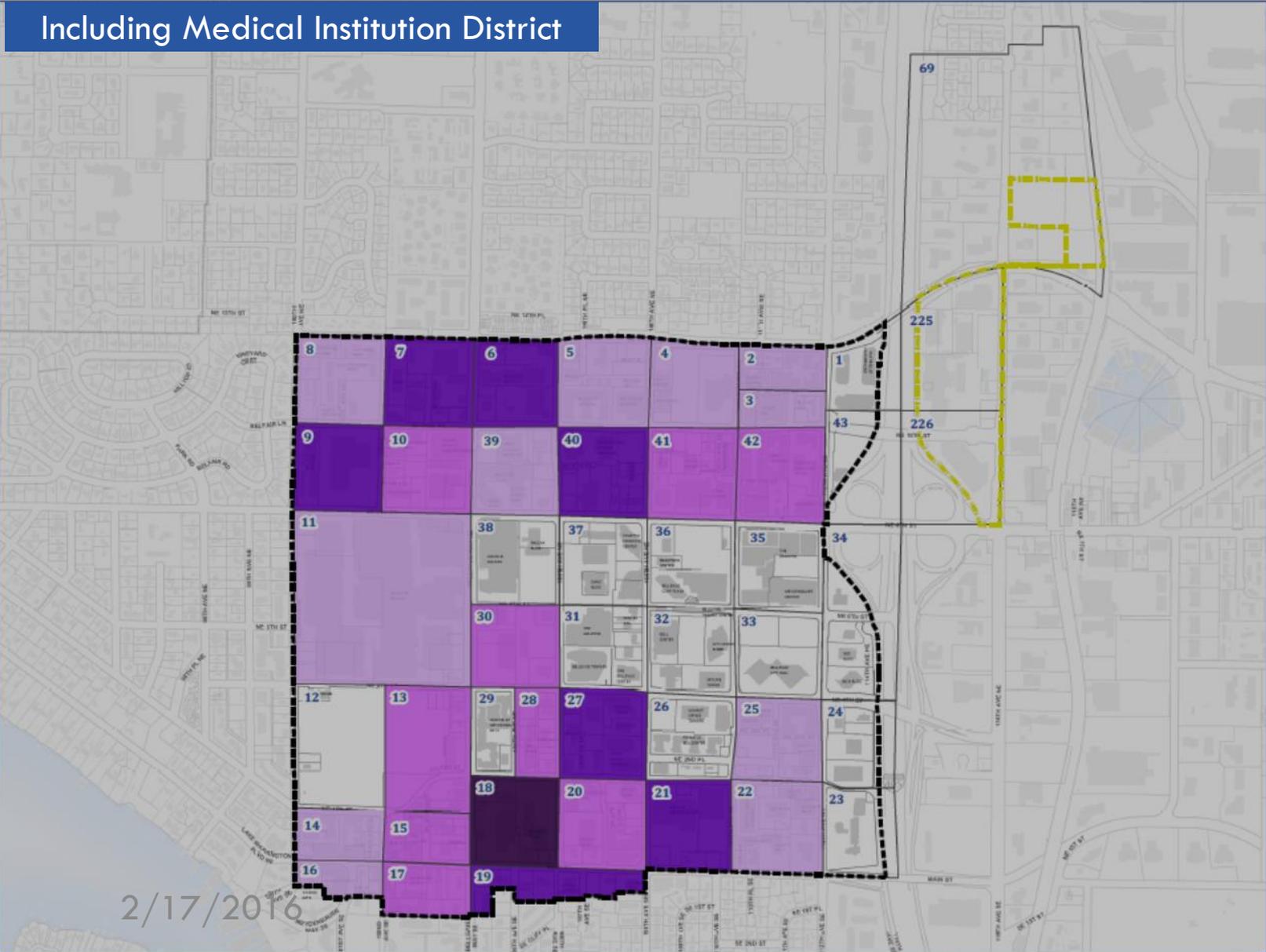
Transportation Analysis Zone Number (TAZ)

Population Change

- No Change
- 1 to 250
- 251 to 500
- 501 to 1,000
- Over 1,000

Area Boundaries

- Downtown Bellevue
- Medical Institution District

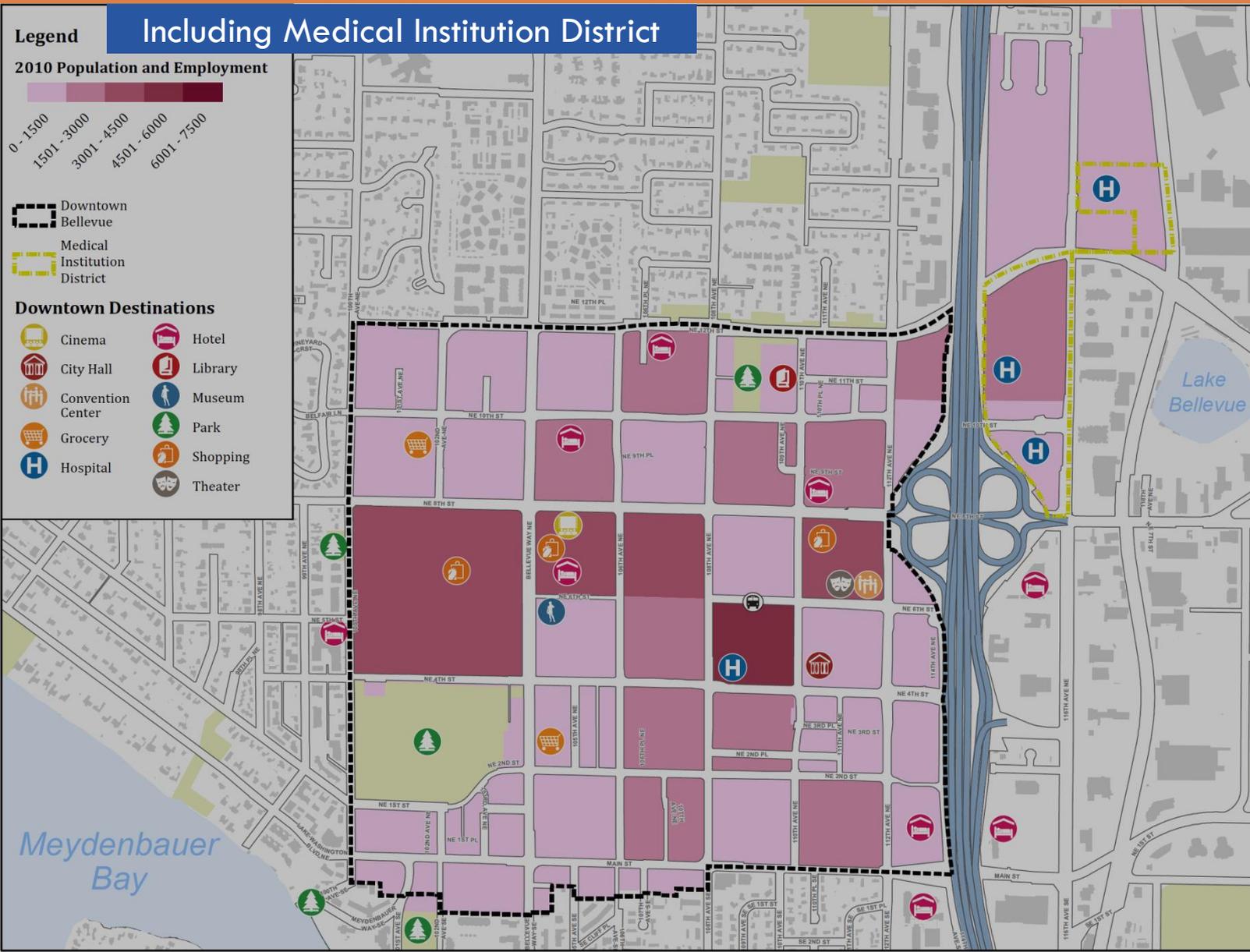


2/17/2016

80,000 Feet

Source: City of Bellevue Building Footprints, Spring 2009

Downtown Population + Employment 2010



2010 Population and Employment Downtown & Medical District

Downtown Transportation Plan Update

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

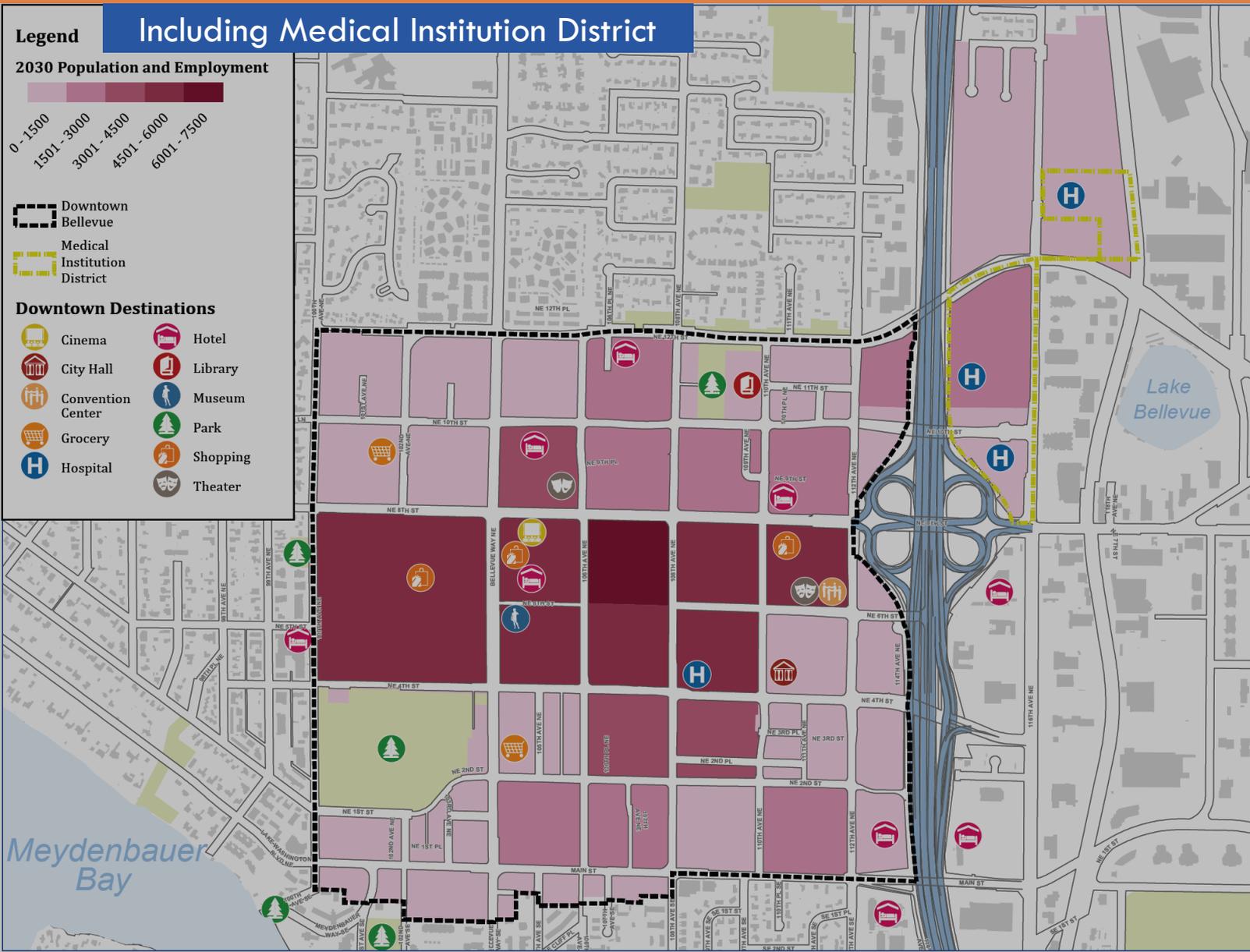
Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)



80,000
Foot

Sources:
City of Bellevue
Building Footprints
Spring 2009

Downtown Population + Employment 2030



2030 Population and Employment Downtown & Medical District

Downtown Transportation Plan Update



80,000 Feet

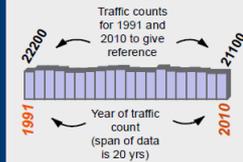
Sources: City of Bellevue Building Footprints: Spring 2009

Average Annual Weekday Traffic Volume

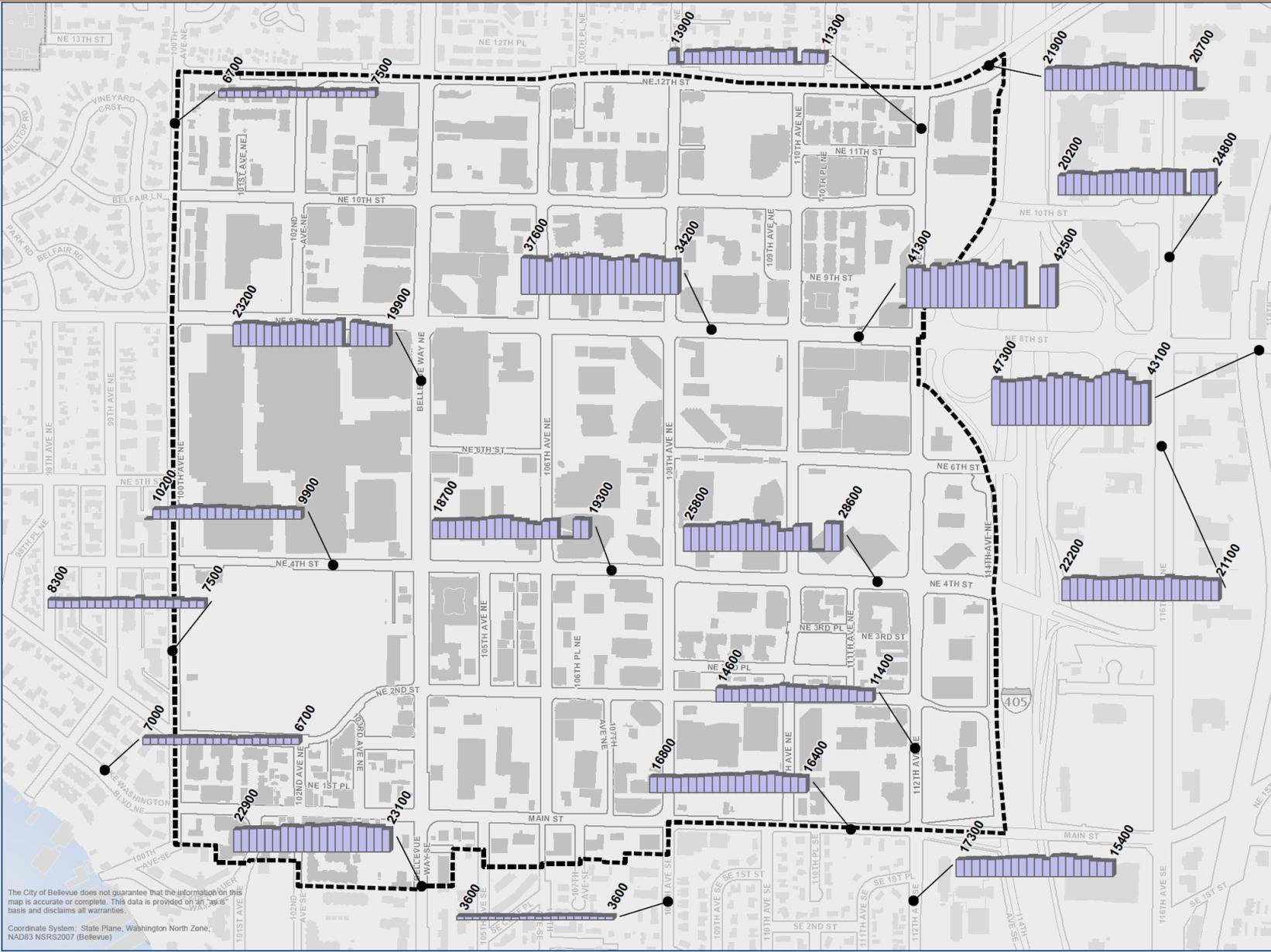


Average Annual Weekday Traffic Downtown Transportation Plan Update

Legend

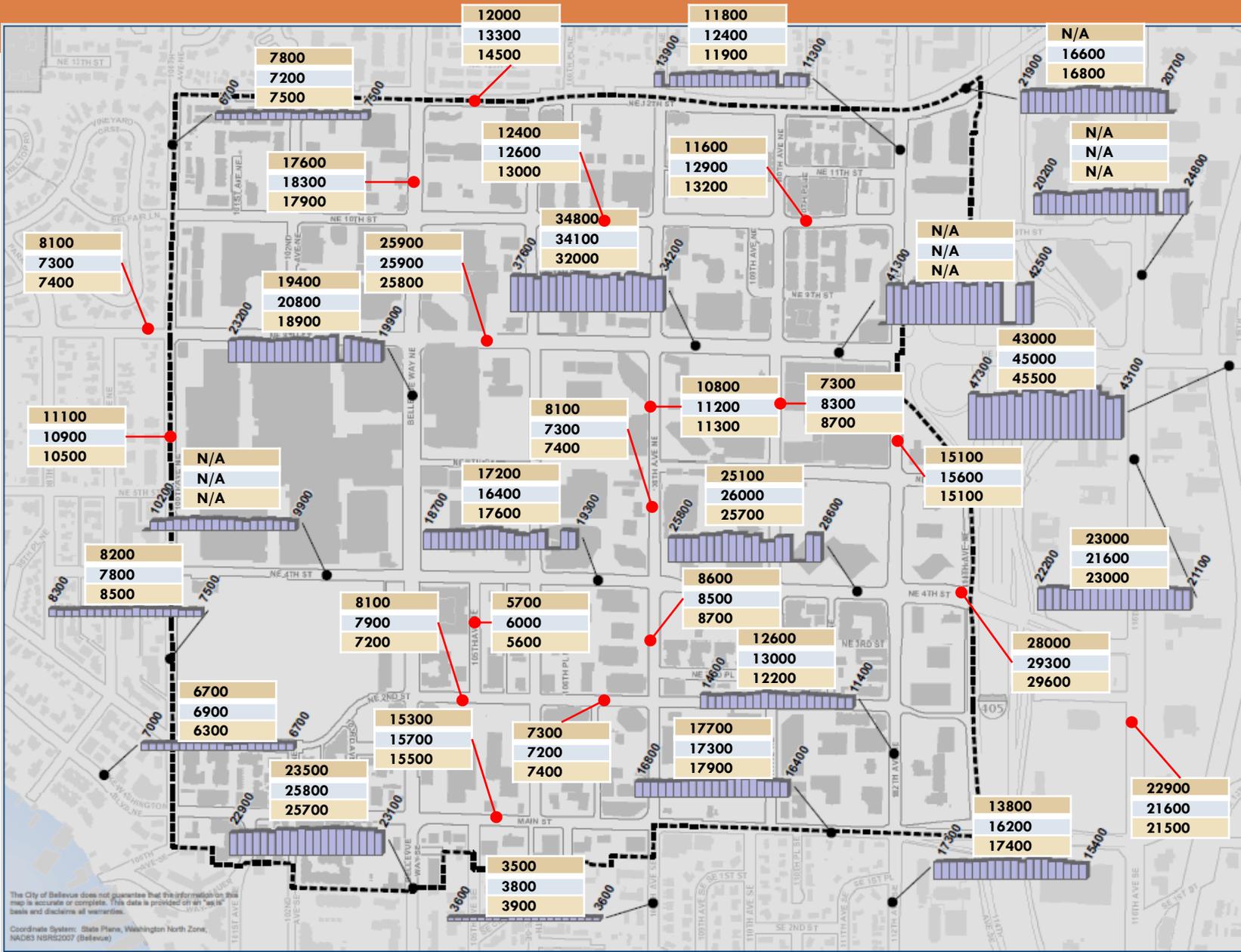


Note:
Data values at "0" on the graph are missing data or no-data for that particular year.



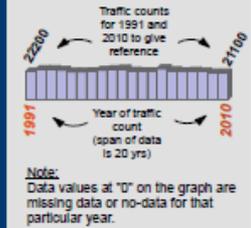
The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as-is" basis and disclaims all warranties.
Coordinates System: Slate Plane, Washington North Zone, NAD83 NRS2007 (Bellevue)

AAWT 1990-2010 with 2011-2013 Added



Average Annual Weekday Traffic Downtown Transportation Plan Update

Legend



2011	
2012	●
2013	



0 100 200 Feet

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Coordinate System: State Plane, Washington North Zone, NAD83 NRSR2007 (Bellevue)

2030 Baseline + Build Roadway Capacity Projects

**Downtown
Area**



**Roadway Capacity
Projects:2030
Baseline & "Build"**
Downtown Area

Downtown Transportation
Plan Update

**Roadway Capacity
2030 Build Projects**

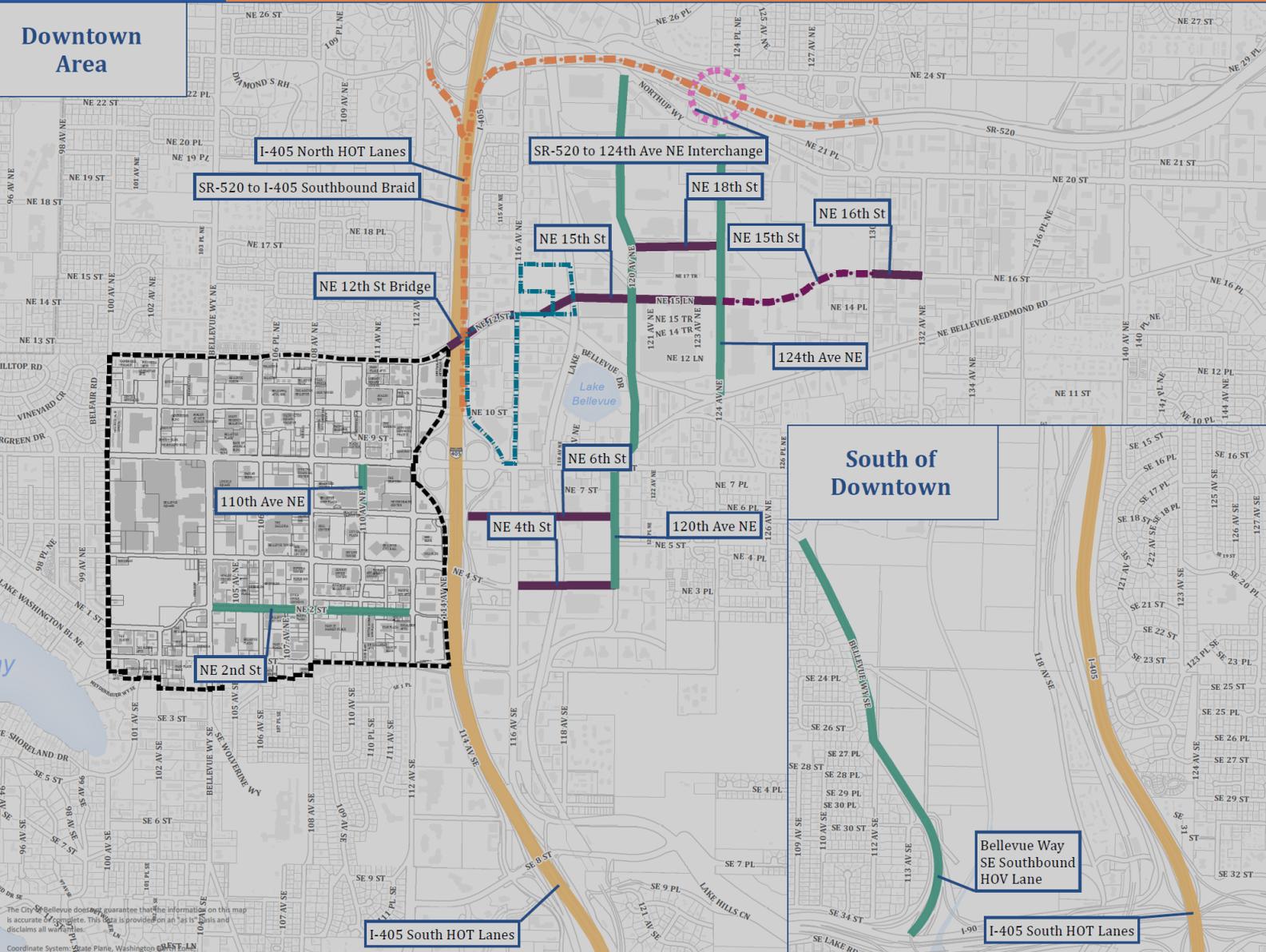
- Arterial Extension
- Freeway
- Interchange

2030 Baseline

- Arterial Extension
- Arterial Widening
- Freeway

Area Boundaries

- Downtown
- Bellevue
- Medical Institution District



**South of
Downtown**



Sources:
City of Bellevue
Building Footprints:
Spring 2009

Vehicle Delay and Level-of-Service (LOS) Downtown Bellevue 2030 PM Peak Hour

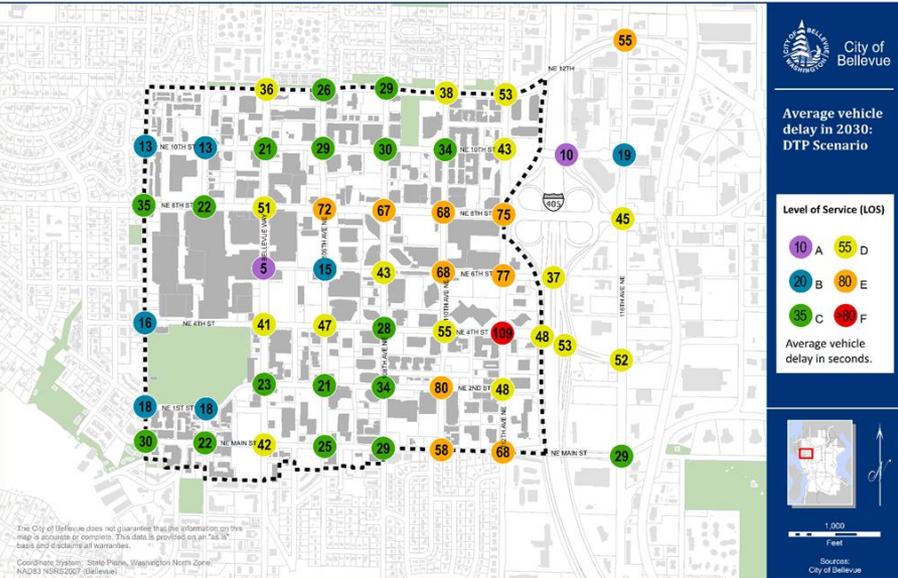
Compares LOS for DTP and DLI Land Use Distribution				
Downtown-wide	2030 DTP Scenario	2030 DLI Scenario	Total Difference	%
Hourly Vehicle Volume	117,938	116,961	-977	-0.8%
Average Vehicle Delay (sec)	49.2	45.3	-3.9	-7.9%
Level-of-Service	LOS D	LOS D	--	--
Total Vehicle Delay (hours)	1611	1,472	-139	-8.6%

Vehicle Delay and Level-of-Service (LOS) Downtown Bellevue 2030 PM Peak Hour

DTP Scenario

Downtown Livability (DLI) Scenario

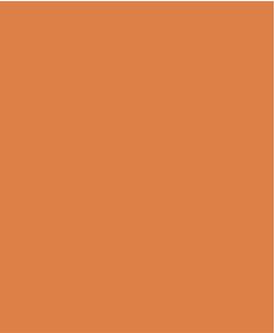
2030 Average Vehicle Delay at Downtown Intersections
Based on DTP Scenario



2030 Average Vehicle Delay at Downtown Intersections
Based on DLI Scenario



See Handout



Preliminary Height & Form Discussion

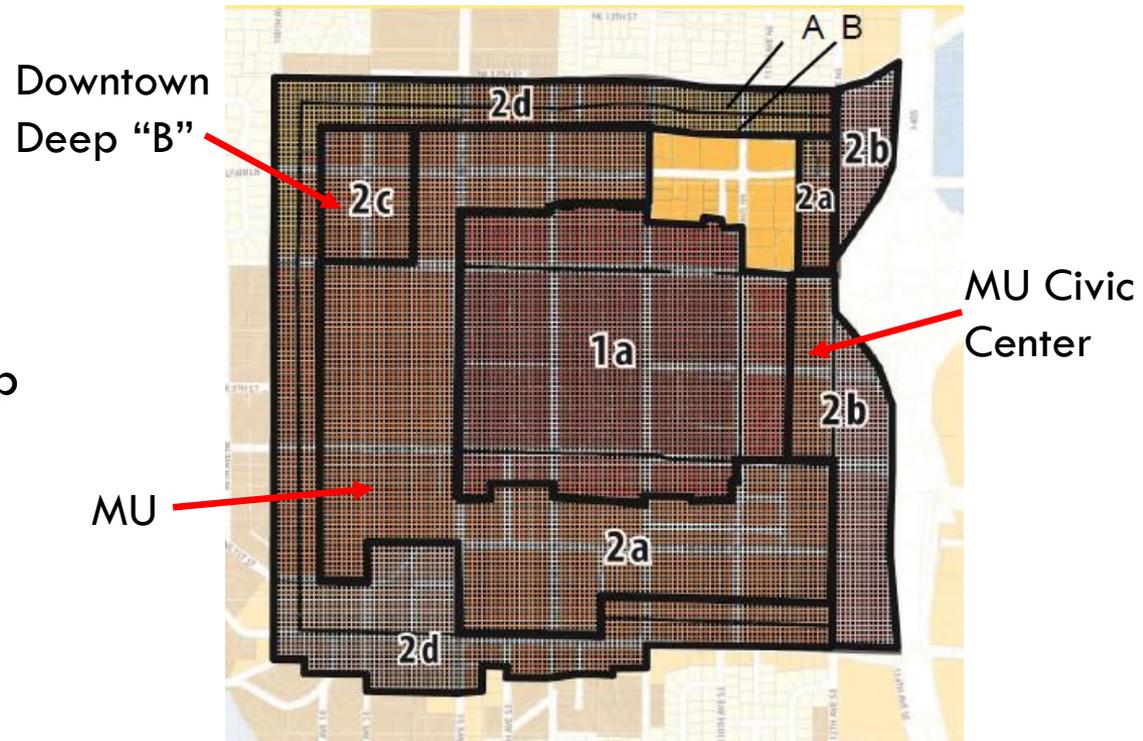
DOWNTOWN - WIDE

- Tower Spacing
- Floor Plate Size
- Connected Floor Plates
- Wind/Shade/ Shadow
- Tripartite – Base Middle Top

DISTRICT SPECIFIC

for initial 3 areas

- FAR
- Building Height
- Overlay “C”



Staff is asking for preliminary Planning Commission direction regarding tonight's Height and Form Recommendations

Height and Form - Principles from CAC

The CAC used the following principles to help guide their work on potential height and form changes.

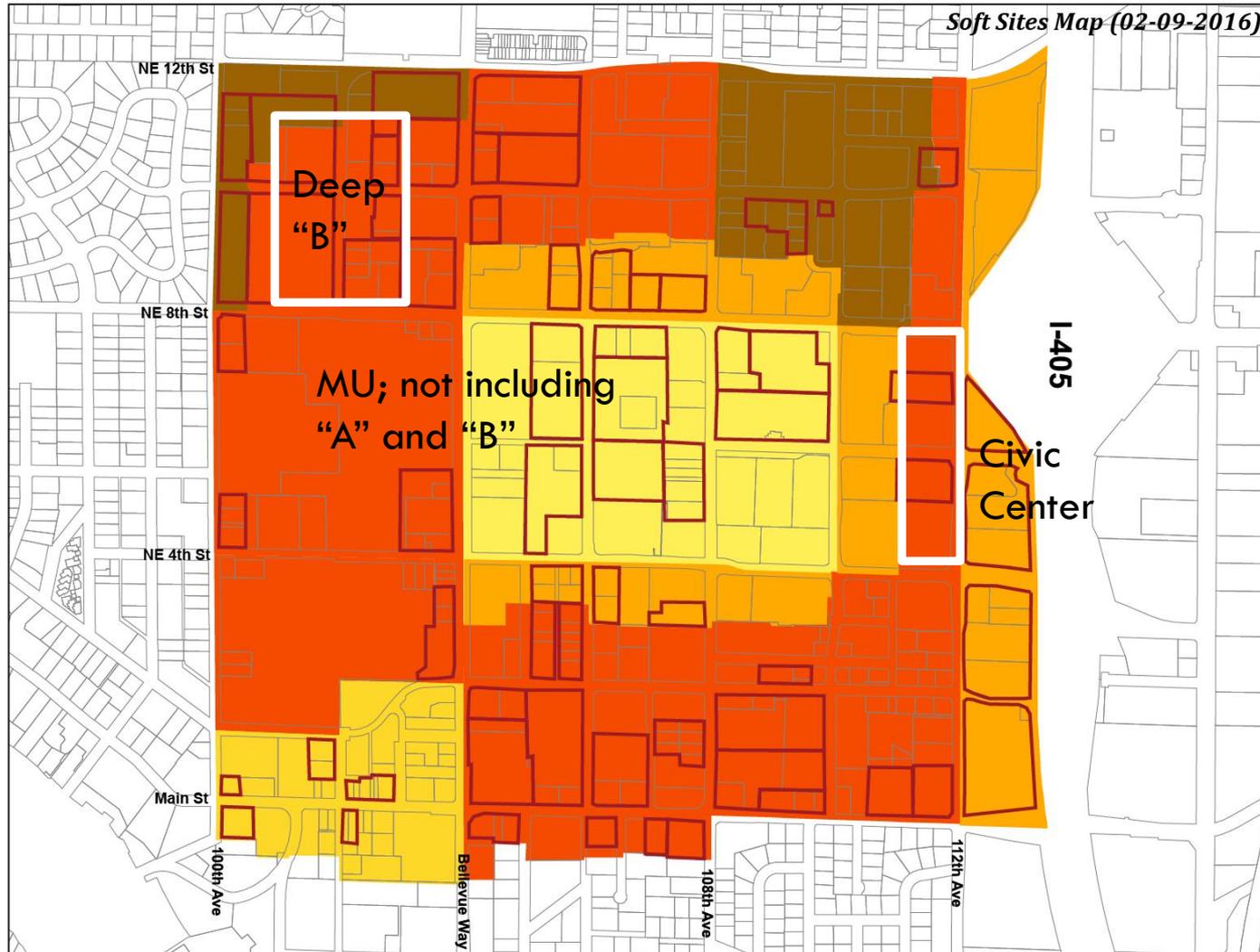
- The additional height or density would result in a better urban design outcome than current zoning.
- Continue to distinguish the special market niche played by Downtown.
- Help deliver additional amenities that enhance the livability and character of Downtown.
- Address any impacts that may result 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.

Height and Form - Relationship to Livability

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
- Opportunity to create a more distinctive skyline
- Encourage more interesting and memorable architecture
- Potential to add density around light rail transit investment

Potential Redevelopment Sites (by 2030)



Direction from CAC:

- Address any impacts that may result from additional height or density (e.g. via design guidelines to address public views, shadows, tower spacing, and others).
- Ensure permeability from I- 405 and public views

Staff Analysis and Recommendations:

- Supports CAC direction
- 80' separation at closest points above 40'
- All floors above current maximum height will be subject to additional tower spacing and diminishing (reduced) floor plate requirements
- Departures considered for per “Tower Spacing” in **Elements of Urban Form**
- Small site exceptions
 - Tower steps back 20' from PL above podium roof
 - Tower steps back 15' from back of sidewalk above podium roof Small site = A single project limit $\leq 30,000$ SF.

Increased Tower Separation from 40' to 80'

*applicable to buildings over 70' in height

Combined with:

- Increase in building height
- Maintain existing FAR

International Building Code

40'

Best Practices

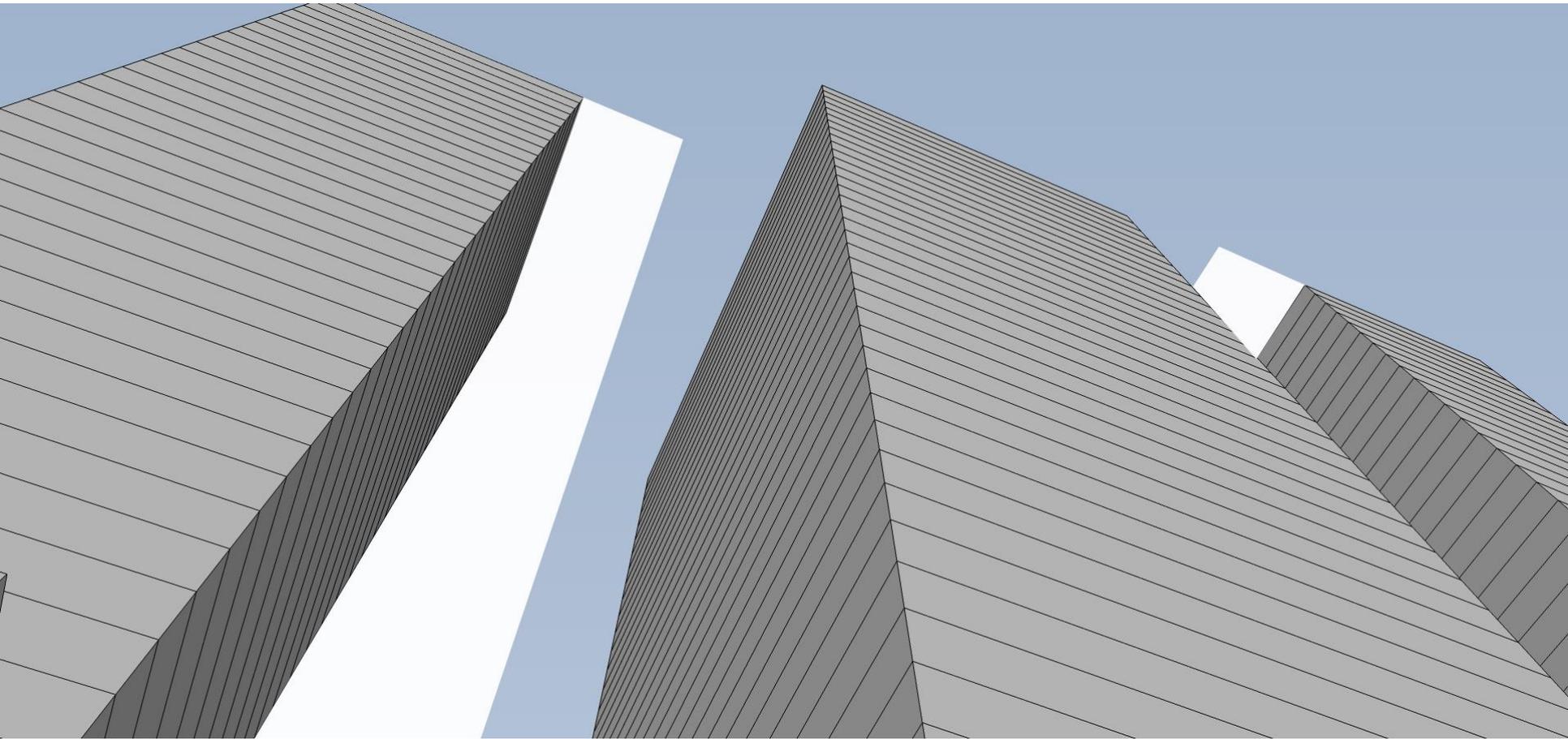
80'



Example: MU - Residential

Downtown – Wide

Tower Spacing



Skyviews

Downtown – Wide

Tower Spacing

Impact on Pedestrian Realm



International Building Code



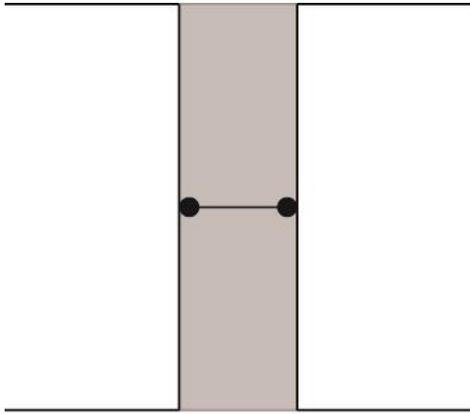
Best Practices

Recommendations:

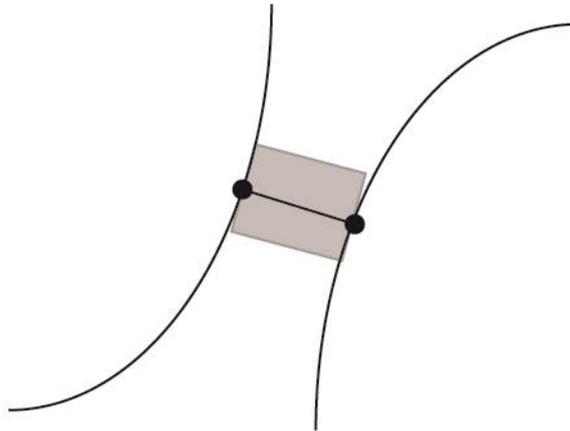
- ❑ Tower separation applied: 80' separation above 40' in building height.
- ❑ Departure allowed for design excellence
 - Fluid and slender forms
 - Unique forms
- ❑ Separation greater than 80' required for pursuit of additional height and FAR
- ❑ Departure from maximum floor plate shall increase tower separation (Ex. Floor Plate Increase of 10% over max. = Tower separation increase of 80 feet + 10%)
- ❑ Where 80' separation is not feasible a site may not be appropriate for multiple towers
- ❑ Exceptions provided for sites under 30,000 sf



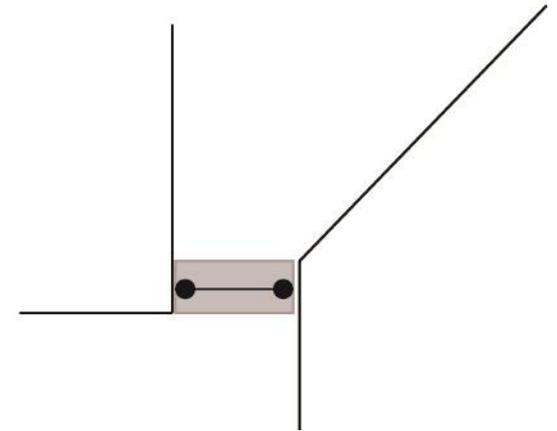
Fluid/Slender/Unique Forms



Parallel Facades

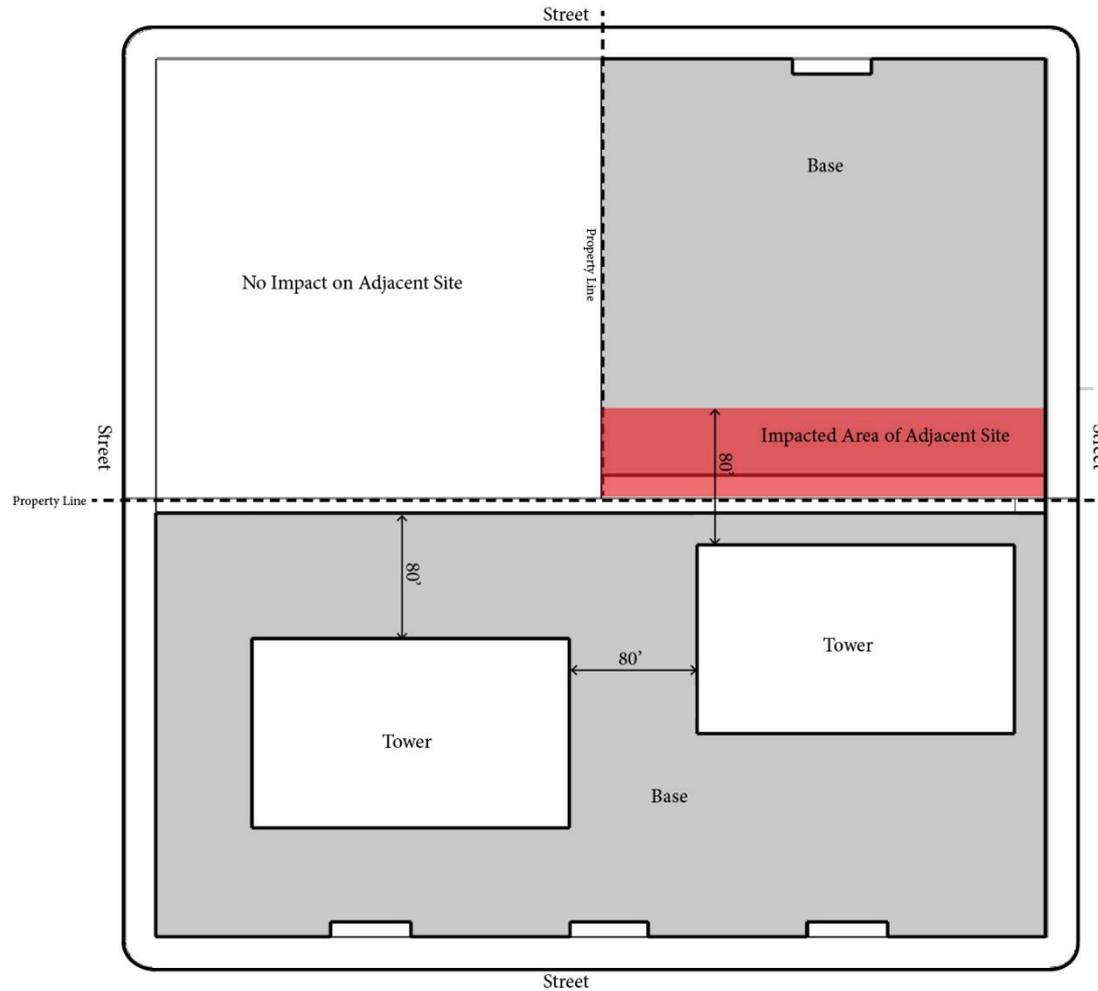


Curved Facades



Angled/Irregular Facades

Cumulative Impact

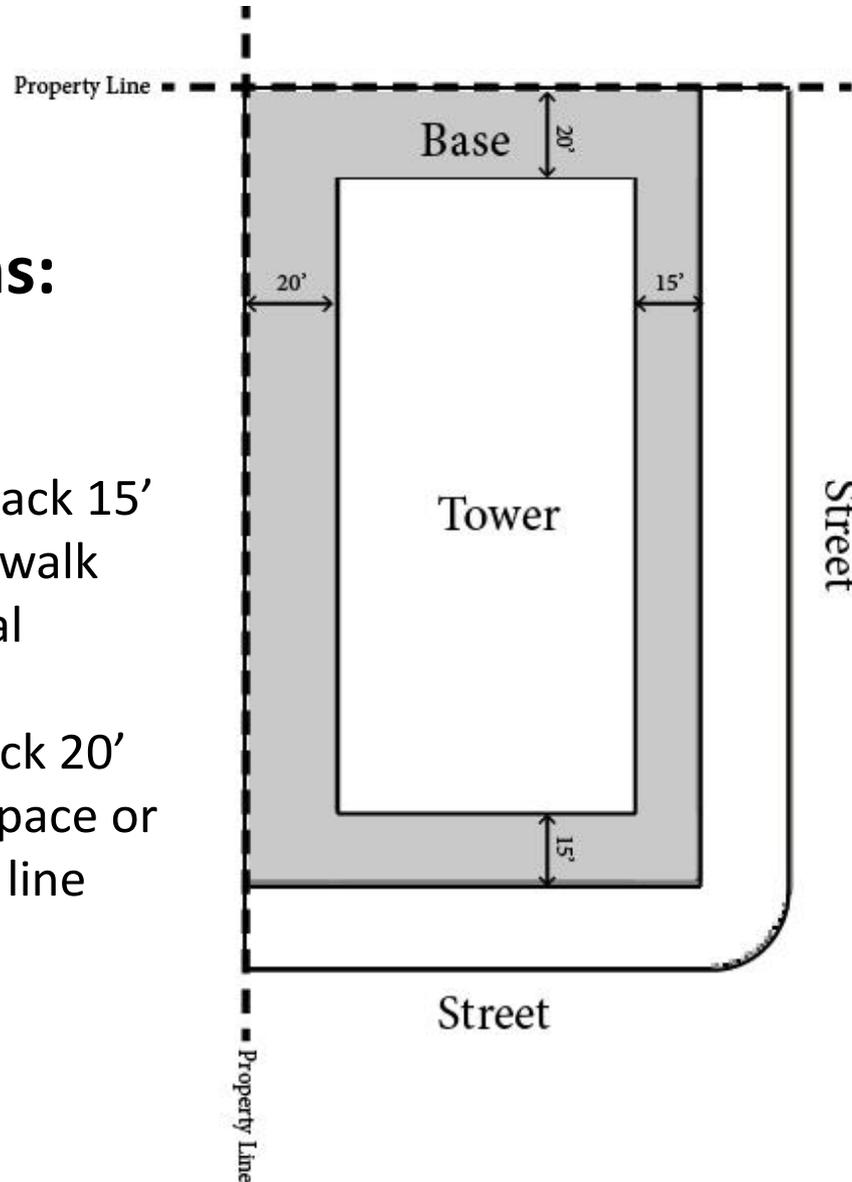


Small Sites

Sites under 30,000 sf

Recommendations:

- Stepback from street
 - Tower shall stepback 15' from back of sidewalk
- Stepback from internal property lines
 - Tower shall setback 20' from any public space or internal property line



Direction from CAC:

- For buildings with wider facades (>120 – 140 ft) require substantial articulation

Staff Analysis and Recommendations:

Supports CAC direction

Substantial articulation such as offsets of building façade will be addressed in Design Guidelines



Downtown – Wide

Floor Plate Size

Downtown Wide Recommendation

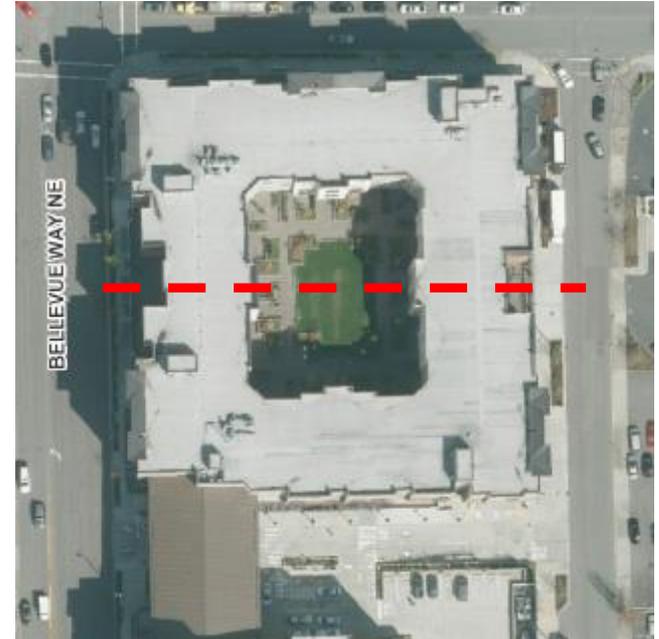
**20% floor plate
reduction above
existing max.
building height**

**Existing
max.
building
height**



Land Use Code 20.25A.020.B.3

- Allows buildings under 70' in height to exceed maximum floor plate size through connecting floor plates
 - Create a more contiguous form
 - Allow for safe and efficient building exiting patterns.
 - “.....may include the floor area of units or other building uses.”
 - Occurs on no more than three floor levels above 40'
 - Results in a building mass that features separate and distinct building elements.
- Cost efficient



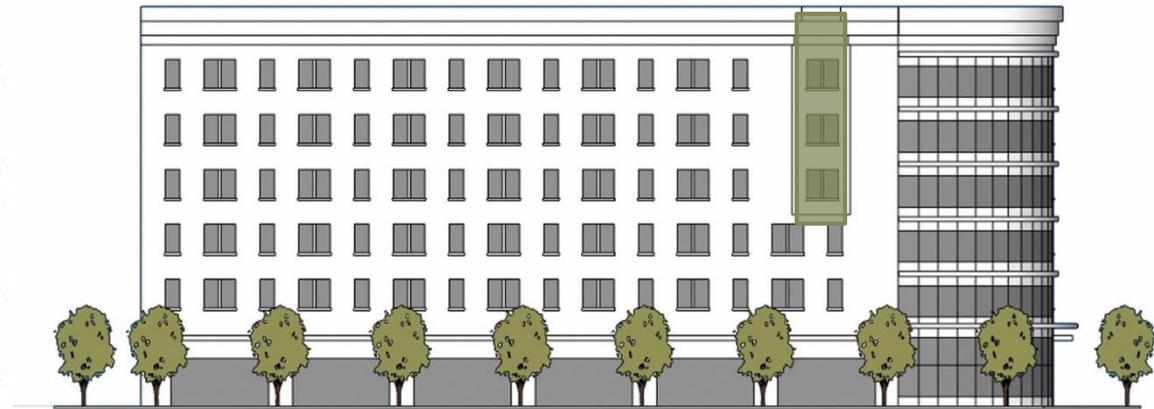
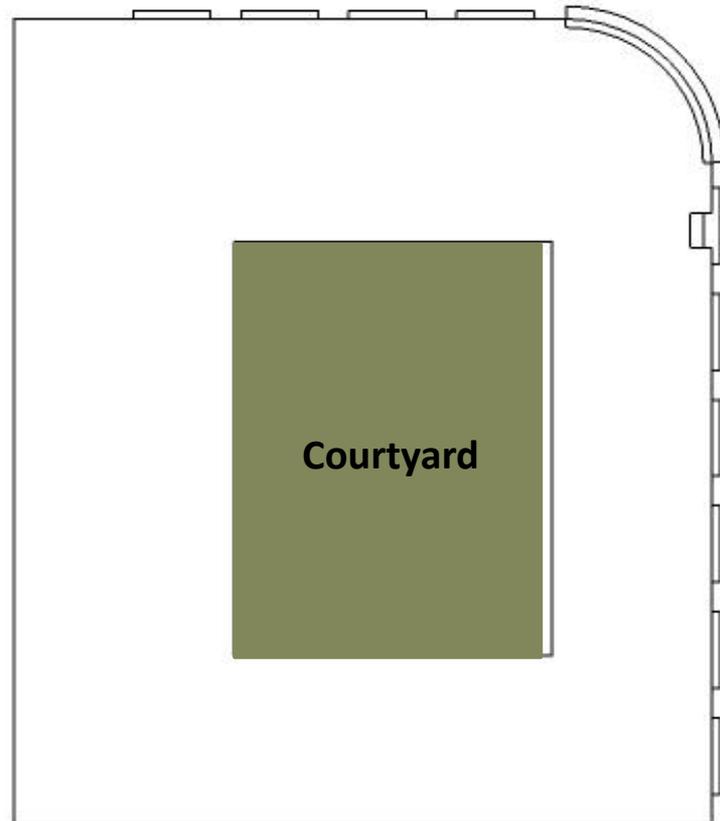
Downtown – Wide

Connected Floor Plates



Consequences

- Overly large massings
- Open space is internalized
- Circumvent the purpose of FAR limitations



Floor Plate Size – Connected Floor Plates

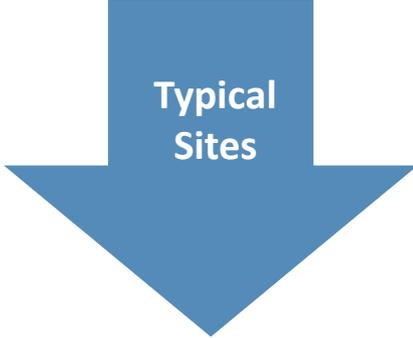
Recommendations

- Two Paths



Small
Sites

- Address overall scale of massing
- Reinforce the intent of ‘separate and distinct building elements’
- Modify the connecting floors quantity
- Remove allowance of habitable floor area within the connection



Typical
Sites

- Offer dimensional guidance to enhance appearance of separate buildings
- Improve human/building scale relationship
- Reduce scale of massing

Recommendations for Small Sites (*internal courtyard buildings*)

- “Connection” shall be between 3’-0” and 7’-0” in depth and a minimum 7.5% of façade length
- “Connection” shall extend from grade to roofline of building
- Enhance distinct and separate elements through transition of building materials
- Floor area of units or office space not permitted
 - Habitable space not permitted
 - Space only allowed for exiting
- Portals and entries to be allowed as part of the “connection”



Existing



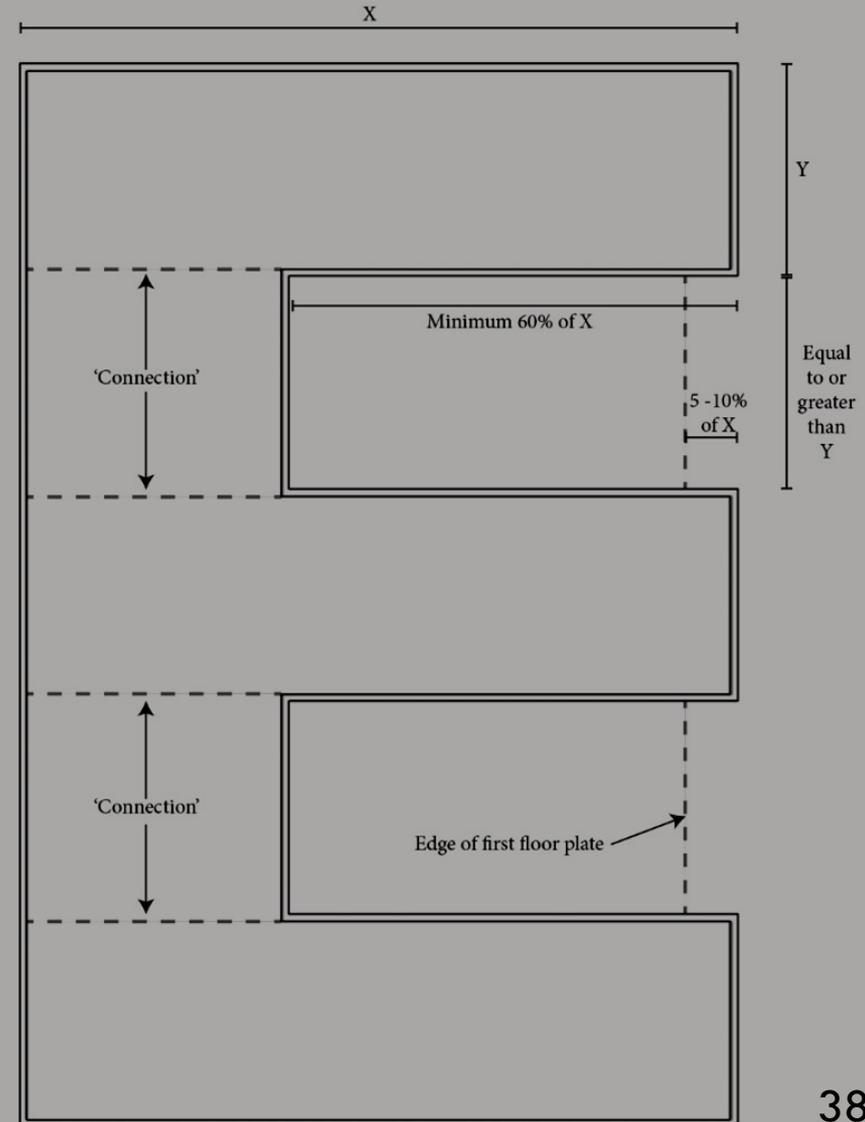
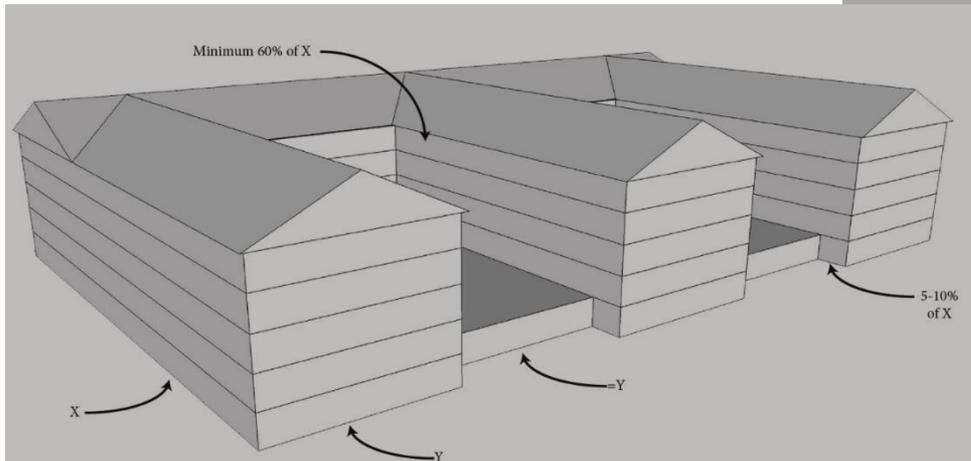
Proposed

Downtown – Wide

Connected Floor Plates

Recommendations for Typical Sites

- Separation that establishes an aesthetic of distinctly separate buildings
- Enhance modulation
 - Entrances
 - Stoops
 - Recesses
 - Protrusions



Downtown – Wide

Connected Floor Plates



Direction from CAC:

- Maximize sunlight to through-block connections
- Address any impacts that may result from additional height or density (e.g. via design guidelines to address public views, shadows, tower spacing, and others).

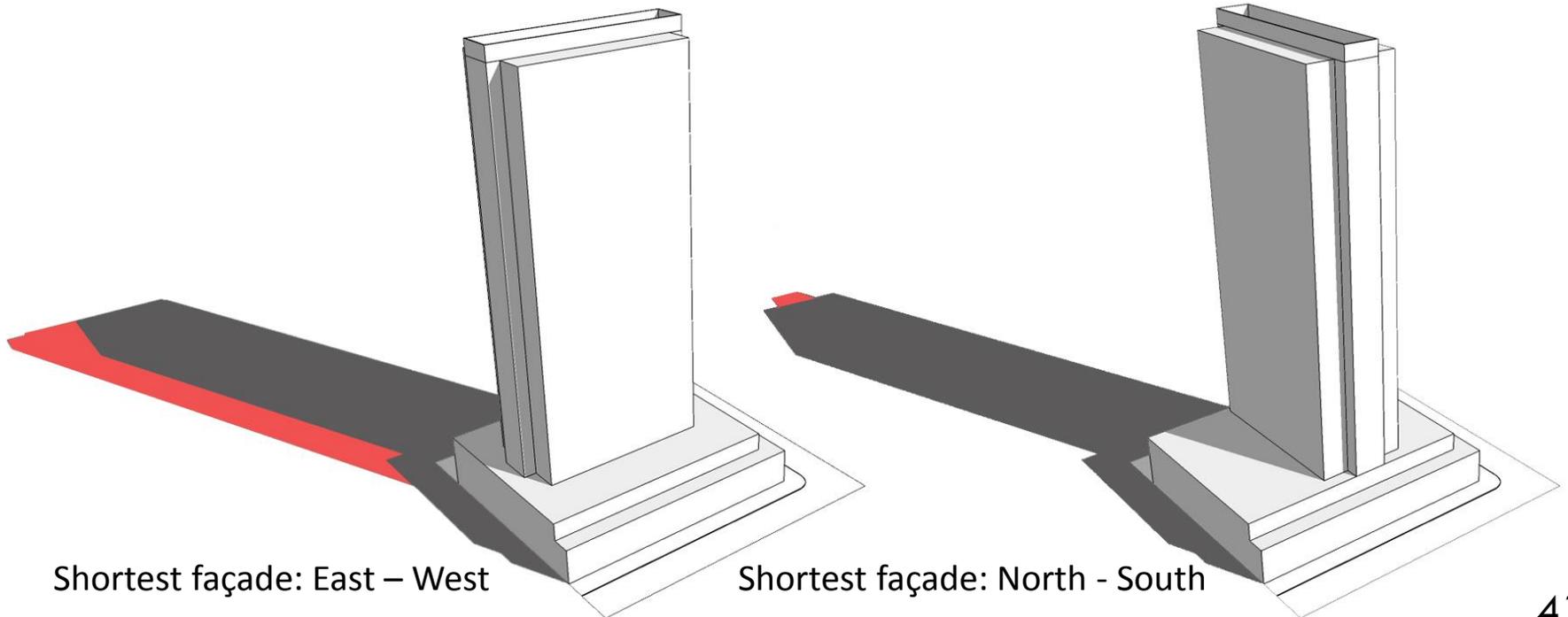
Staff Analysis and Recommendations:

- Supports CAC direction
- Use tower stepbacks, canopies, marquees, awnings, and green roofs to deflect wind
- Use tower separation for maximize light and air
- Orient the shortest facades in the north/south to mitigate impacts to mitigate wind and shade impacts at the pedestrian level



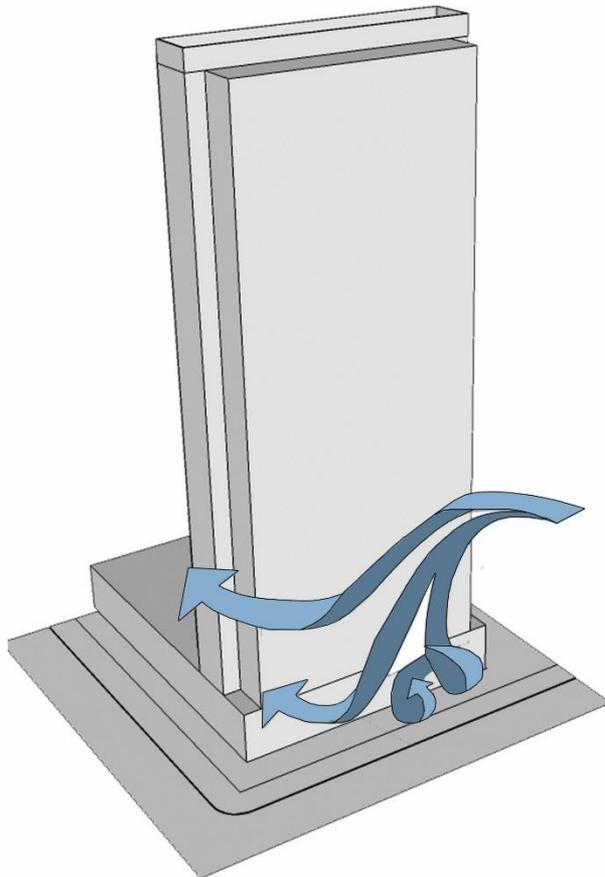
Recommendations

- Orient façade with shortest length north-south
- Require any public space earning FAR Amenity Incentive System to points to conduct shade/shadow study
 - Impact during peak usage
 - 11 am – 2 pm

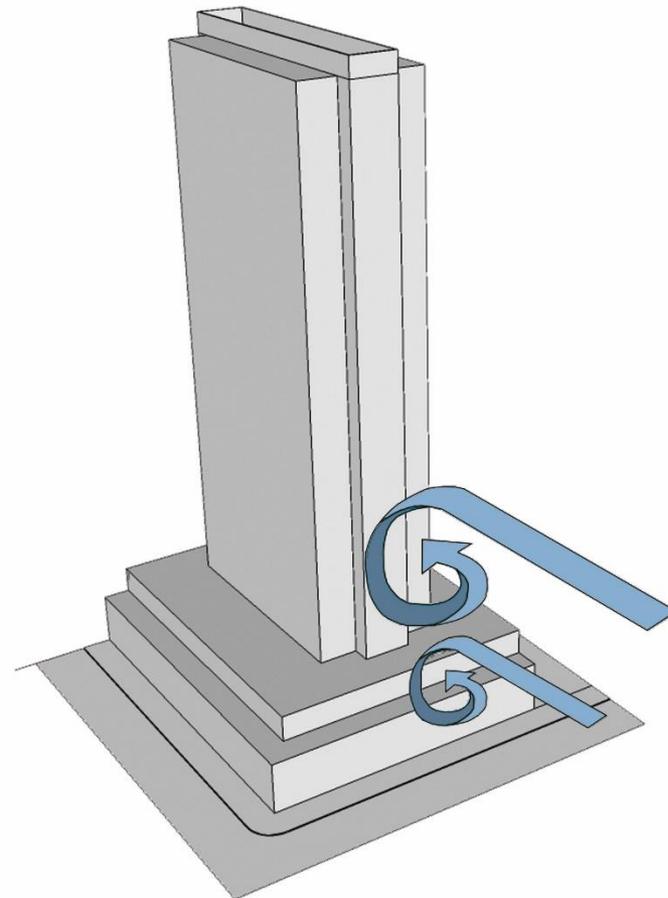


Recommendations

- Orient façade with shortest length north-south
- Provide setbacks on all facades oriented towards public space



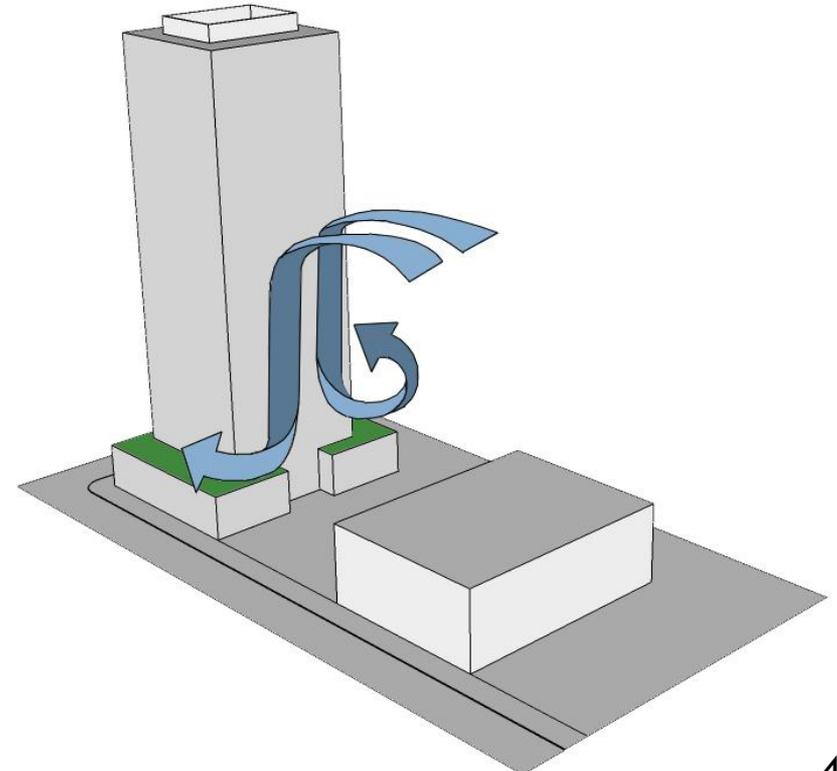
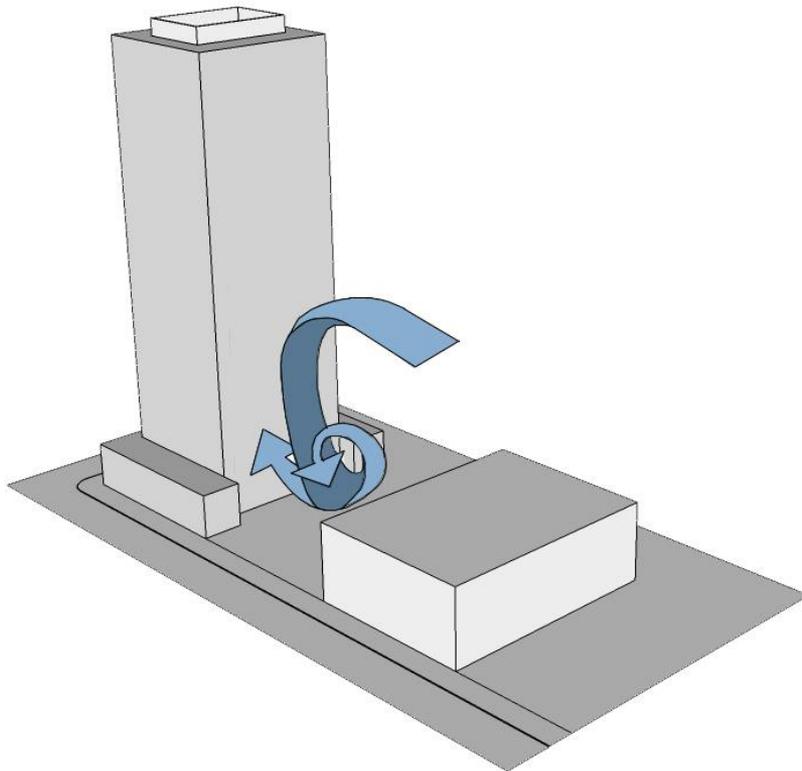
Shortest façade: East – West



Shortest façade: North - South

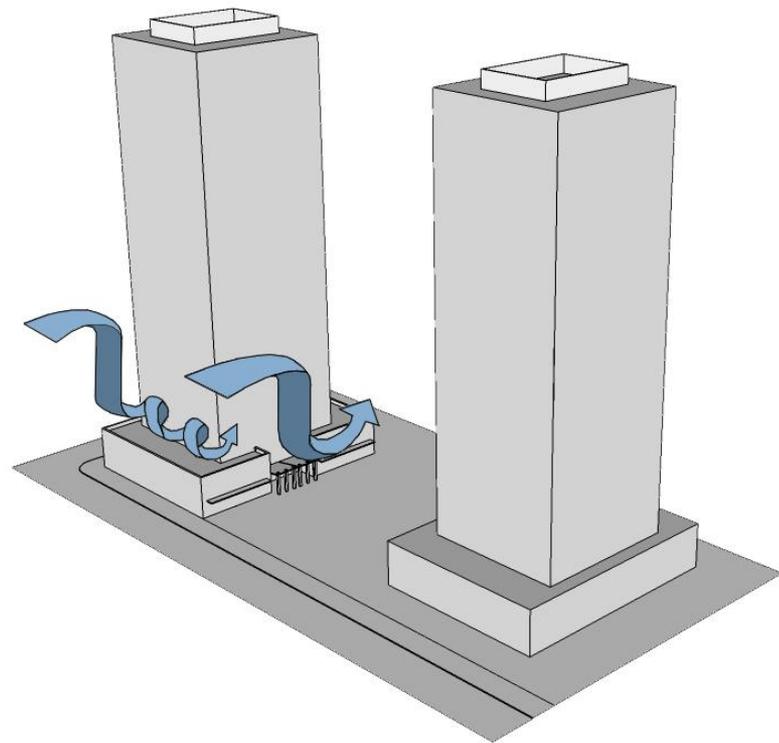
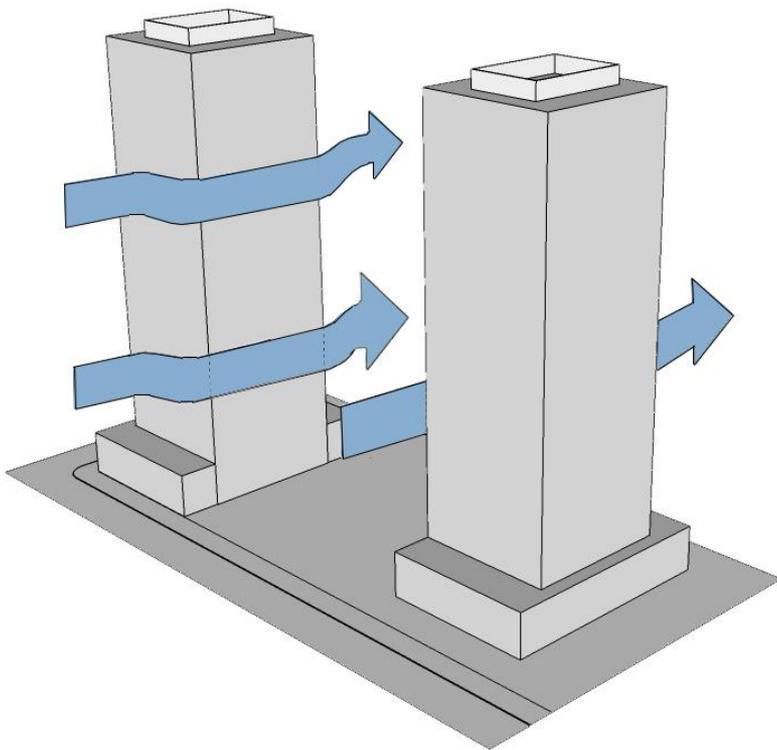
Recommendations

- Provide one of the following elements to mitigate down draft and wind speed
 - A. Green roof
 - B. Parapet with minimum height of 4'-0"
 - C. Stepbacks at 40' and 80'



Recommendations

- Provide one of the following on all facades facing the public realm
 - A. Canopies
 - B. Arcades
 - C. Marquees



Downtown – Wide Tripartite (Base, Middle, Top)

Direction from CAC:

- Add direction on articulation and massing to emphasize tripartite
- Continue strong emphasis on ground-level differentiation with building articulation, windows, materials, etc., quality public realm and human scale
- Build off > 15%/15ft rule to accommodate architectural integration of mech. equip. or interesting roof form

Staff Analysis and Recommendations:

- Supports CAC direction
- Podium height limited to 45' at top of podium roof
- Use “Entry or other Major Point of Interest” criteria from Building Sidewalk ROW Design Guidelines
- Use “Ground Floor Frontage” criteria from Building Sidewalk ROW Design Guidelines



Downtown – Wide Tripartite (Base, Middle, Top)

Recommendations

- Maximum podium height of 45' to top of roof



Q & A



Downtown – Mixed Use (DT-MU)

FLOOR AREA RATIO

CAC Direction:

- Consider up to 5.0 res/nonres

Staff Analysis and Recommendations:

- Supports CAC

BUILDING HEIGHT

CAC Direction:

- Consider up to 300' res & 200' nonres
- Use DG's for public views, shadows, tower spacing, transition and effects on ped level

Staff Analysis and Recommendations:

- Supports CAC
- Require open space, more tower spacing, reduced floor plates if exceeding current max
- Eliminate 15' height limit for mech equip. Rely on Screening & Location criteria (early wins)



Downtown – Mixed Use (DT-MU) w/ “C” Overlay

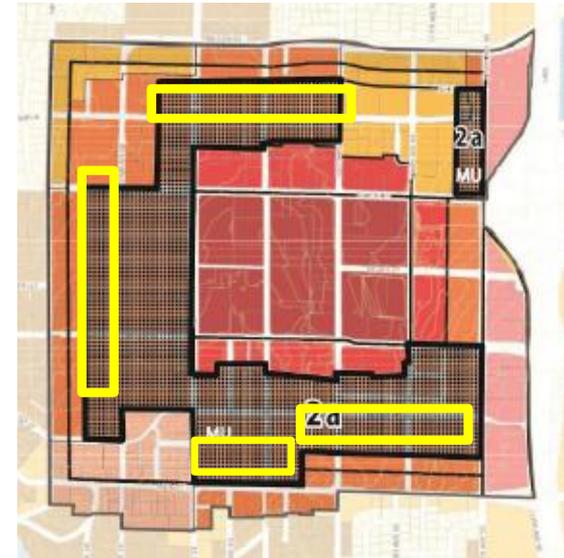
PERIMETER DESIGN DISTRICT

CAC Direction:

- Not addressed

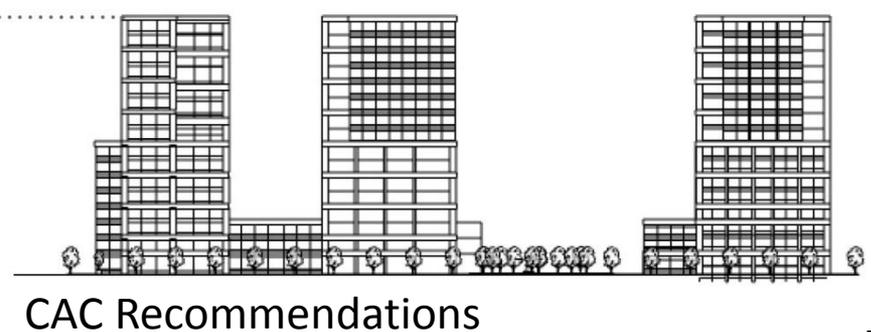
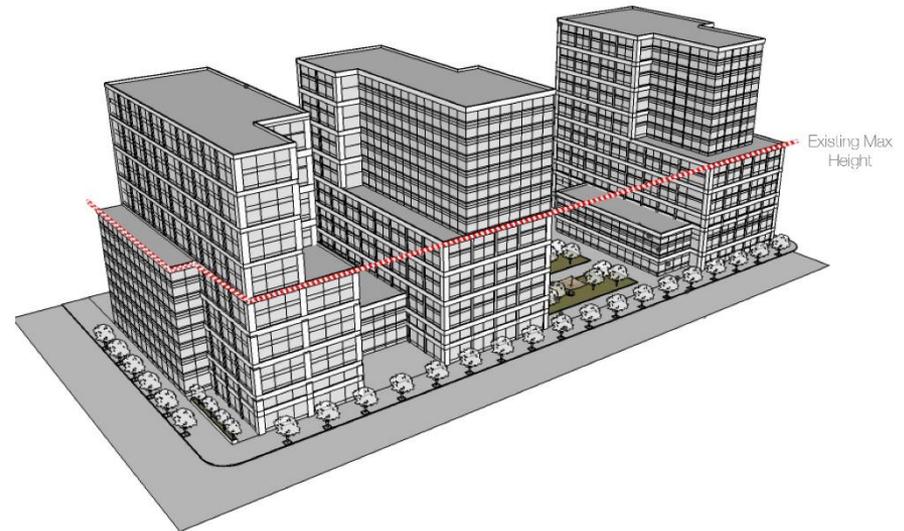
Staff Analysis and Recommendation:

- The “C” overlay of the Perimeter Design District has the same dimensional requirements as the underlying “MU”.
- The Code stipulates max FAR and height may be reached by providing neighborhood services (food, retail, personal services, etc.) These uses are now being amply provided without this criteria based on market demand. This Code provision was adopted at a time when Downtown was losing its traditional neighborhood services. In the interim years, the Downtown residential population has grown to 11,000 people and the market is provide a wealth of neighborhood services on its own
- Eliminate “C” overlay. Rely on DG’s and market demand. Height and form criteria covered in general MU district criteria.



Downtown – Mixed Use (DT-MU)

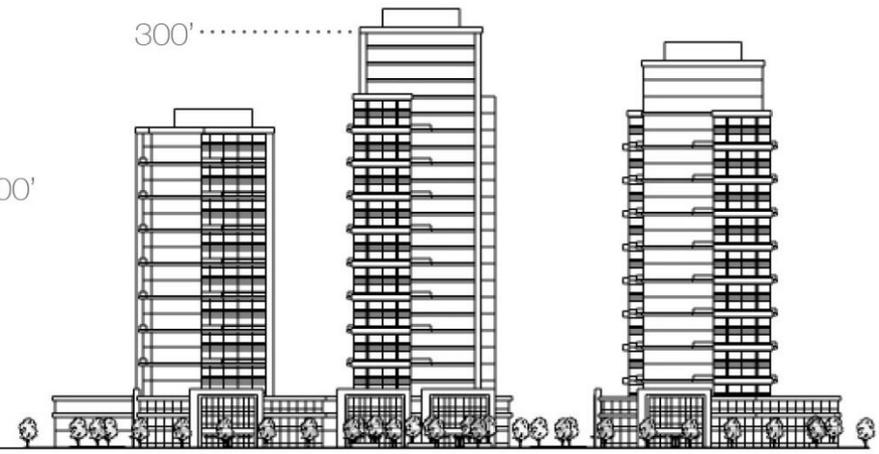
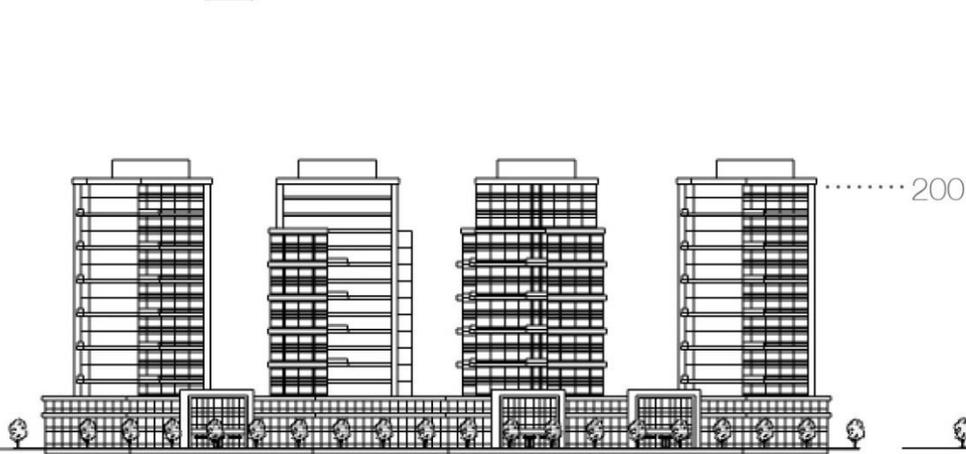
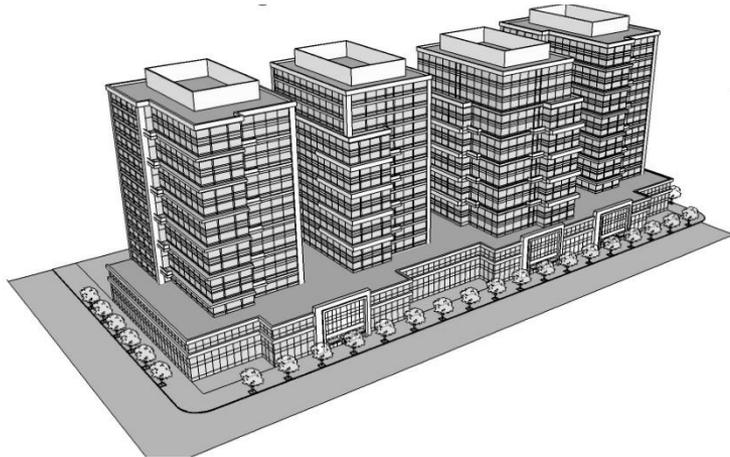
Nonresidential



CAC Recommendations

Downtown – Mixed Use (DT-MU)

Residential



Existing

CAC Recommendations

Downtown – Mixed Use (DT-MU) Civic Center

FLOOR AREA RATIO

CAC Direction:

- Consider up to 6.0 res/nonres
- Mitigate for tower design and separation, permeability from I-405, connectivity with Wilburton, ped env. and local traffic

Staff Analysis/Recommendation:

- Supports CAC

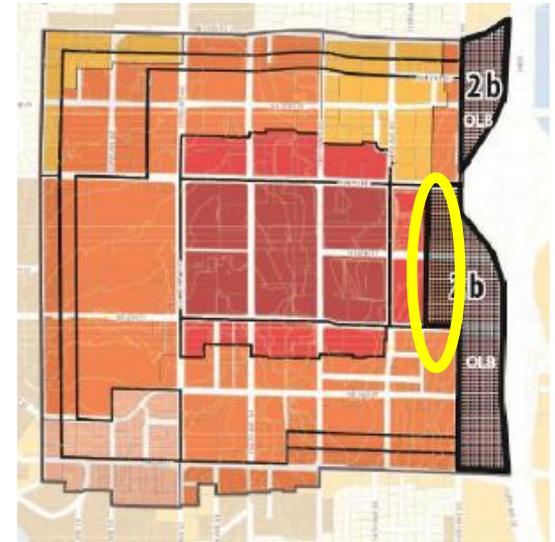
BUILDING HEIGHT

CAC Direction:

- Consider up to 350' residential/nonresidential
- Use DG's for public views, shadows, tower spacing, transition and effects on ped level

Staff Analysis:

- Supports CAC
- Require open space, more tower spacing, reduced floor plates if exceeding current max
- Eliminate 15' height limit for mech equip. Rely on Screening & Location criteria (early wins)



Downtown – Mixed Use (DT-MU) Civic Center

FLOOR PLATES

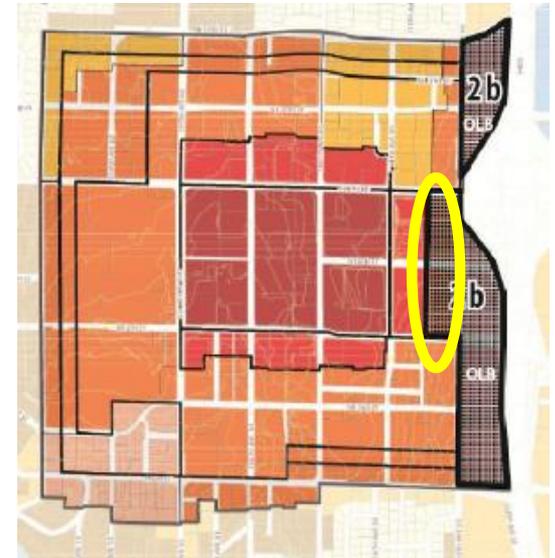
CAC Direction:

- Consider opportunities to expand floorplate allowances where topography drops away towards I-405

Staff Analysis and Recommendations:

- Supports CAC direction
- Use current Code opportunity to average floor plates. For floor above 40' the gross floor plate per floor may be averaged unless the “diminishing floor plate*” alternative is used
- As long as light, air, permeability from the freeway and effect on pedestrians is mitigated

* In 01, 02, MU, and OLB floor plates above 40' may be 30,000 sf if floors with conditions for above being diminished by 20%)



Downtown - “Deep B”

FLOOR AREA RATIO

CAC Direction:

- No change

Staff Analysis/Recommendation:

- Supports CAC

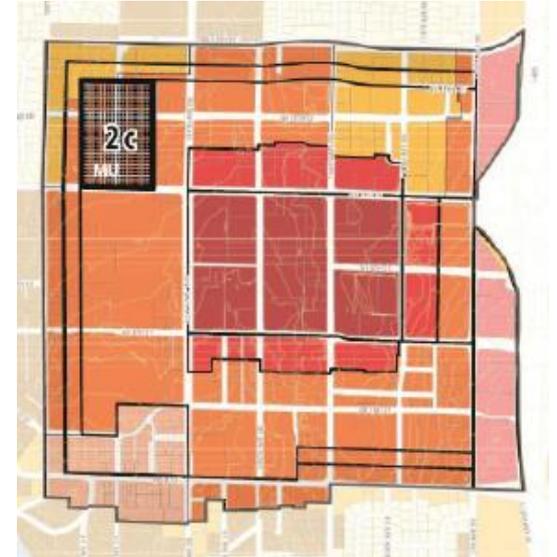
BUILDING HEIGHT

CAC Direction:

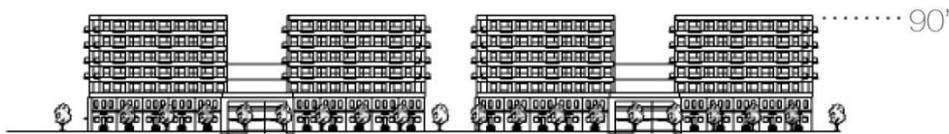
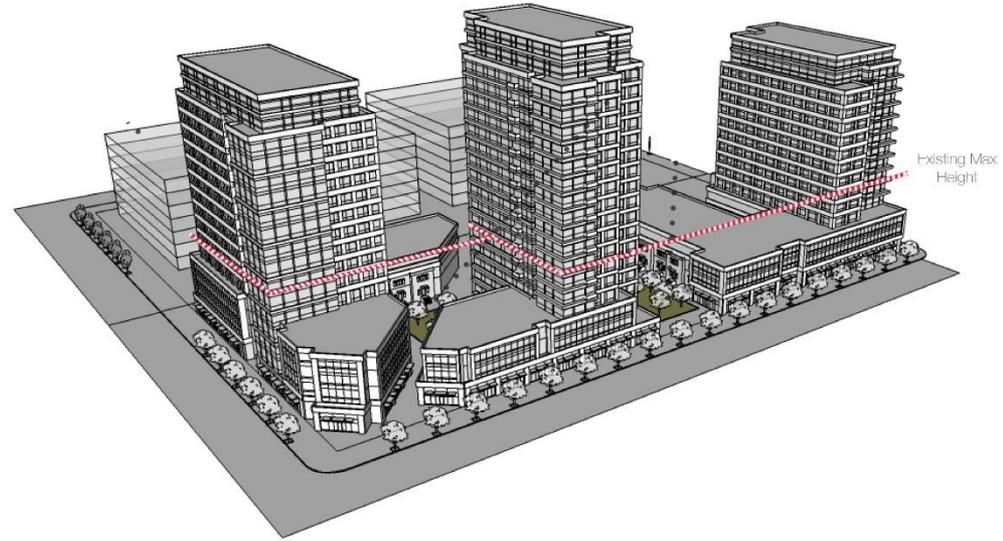
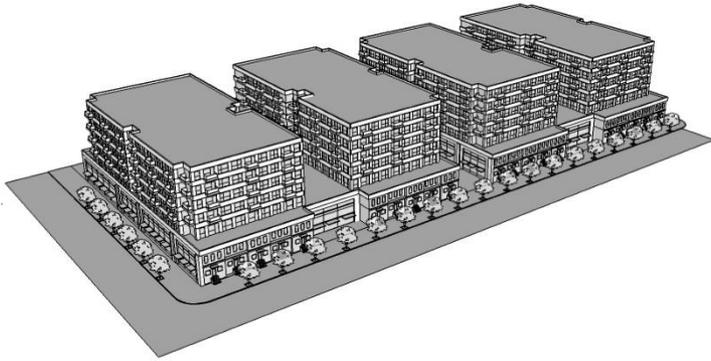
- Consider up to 160’ – 240’ w/ 200’ average – residential only
- Use DG’s for public views, shadows, tower spacing, transition and effects on ped level

Staff Analysis/Recommendation:

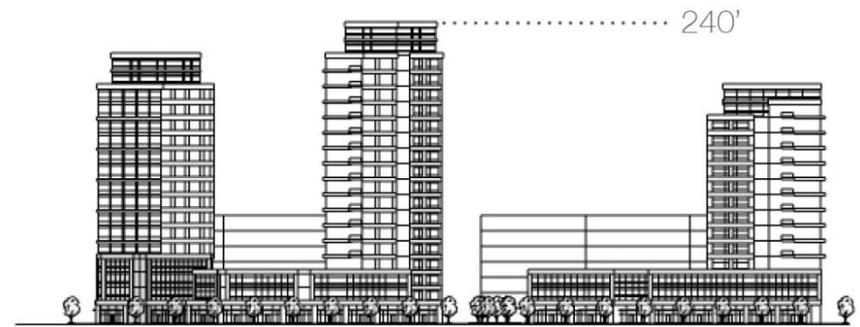
- Supports CAC
- Require open space, more tower spacing, reduced floor plates if exceeding current max
- Single tower height limited to 160’
- Multiple building projects using additional height require a Development Agreement



Downtown – “Deep B”



Existing



CAC Recommendations

Q & A



