

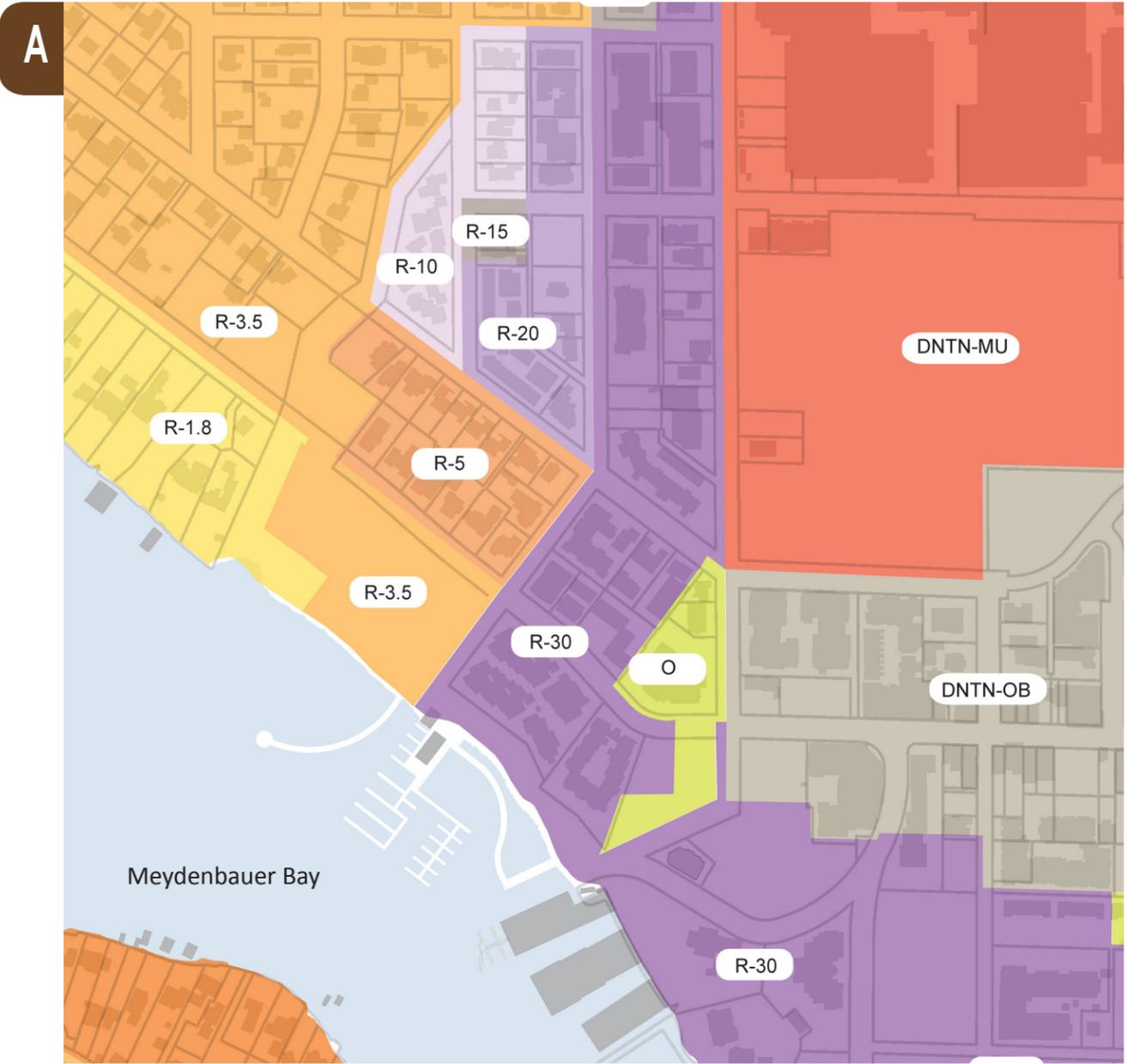


Land Use Strategies

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CHAPTER 5: LAND USE STRATEGIES



A Figure 5.0-1: Study Area Zoning Diagram

The project study area occupies a transition zone between downtown Bellevue and surrounding residential neighborhoods. Downtown Park is located north of the study area. Bellevue’s original downtown, Old Bellevue, is located to the east. Main Street has maintained a traditional pedestrian-oriented character, with smaller buildings located close to the street. The mid- and high-rise commercial and residential core of downtown is located to the northeast of the study area. Redevelopment over the last decade has dramatically changed the scale and character of downtown.

As property values have increased, there has been economic incentive to increase lot coverage and building volume. In the lakeside neighborhoods close to the study area, redevelopment of existing single-family houses has generally trended toward larger homes. Within and adjacent to the study area, increased land values have meant that multi-family redevelopment has targeted an increasingly affluent market. These newer structures also reflect a more urban character and scale, compared to the older mid-rise, more suburban scale of the existing multi-family residences. Generally, they represent greater intensity in terms of height and lot coverage. Adjacent single-family neighborhoods have also experienced some transformation, with many older residences being replaced by larger, more elaborate residences.

Land use in the study area and the surrounding area reflects a trend toward more intensive, urban development patterns, with smaller areas of associated open space.

5.1 Land Use Incentives

The Plan proposes that Comprehensive Plan policies and Land Use Code regulations be revised to designate a new overlay district or similar land use mechanism that will accommodate desired redevelopment of portions of the study area (Upper Block and South of Main). Through the use of development incentives, redevelopment of properties that now support aging improvements will help improve the edge treatment along public walkways through improved buildings, landscaping, and pedestrian amenities, and other public benefits.

In the Upper Block (north of Lake Washington Boulevard, west of 100th Avenue NE), development incentives would not necessarily guarantee redevelopment, but could result in some public amenities where a property owner chooses to redevelop, thereby improving the pedestrian environment. These amenities could be in the form of improved building architecture, consistent sidewalk system, landscaping, surface treatments within walkways and at crossings, street furniture, signage, public art, or other features.

In the Upper Block, development incentives to consider include:

- Increased density; control density through Floor Area Ratio (FAR) rather than dwelling units per acre (for planning purposes, a density of approximately 60 units per acre is assumed)
- Increased lot coverage/building coverage allowance
- Reduced setback requirements
- Reduced parking requirements

Development incentives should:

- Maintain existing height limitations
- Maintain existing allowable uses

In the South of Main area (generally between Main Street and Meydenbauer Way SE, and between 100th Ave SE and 101st Avenue SE), the Plan envisions coordinated redevelopment of several properties under different ownerships – the Chevron Station site at Main Street and 100th Avenue

SE, the Bayvue Village Apartments parcel directly south of the Chevron site, and the Meydenbauer Apartments site on the north side of Meydenbauer Way SE. Coordinated redevelopment has the potential to provide a number of public benefits, such as shared underground parking, multiple pedestrian routes through the block, public plazas and viewpoints, and activation of public spaces by adjacent uses.

Redevelopment would be stimulated primarily by increased residential density, expansion of retail opportunities, shared development of parking, and a coordinated site plan that produces a strong relationship between the public and private realm and capitalizes on the unique physical setting.

The South of Main concept builds upon the relationship of that block to the entry plazas in the 100th Avenue SE right-of-way, and incorporates the following concepts:

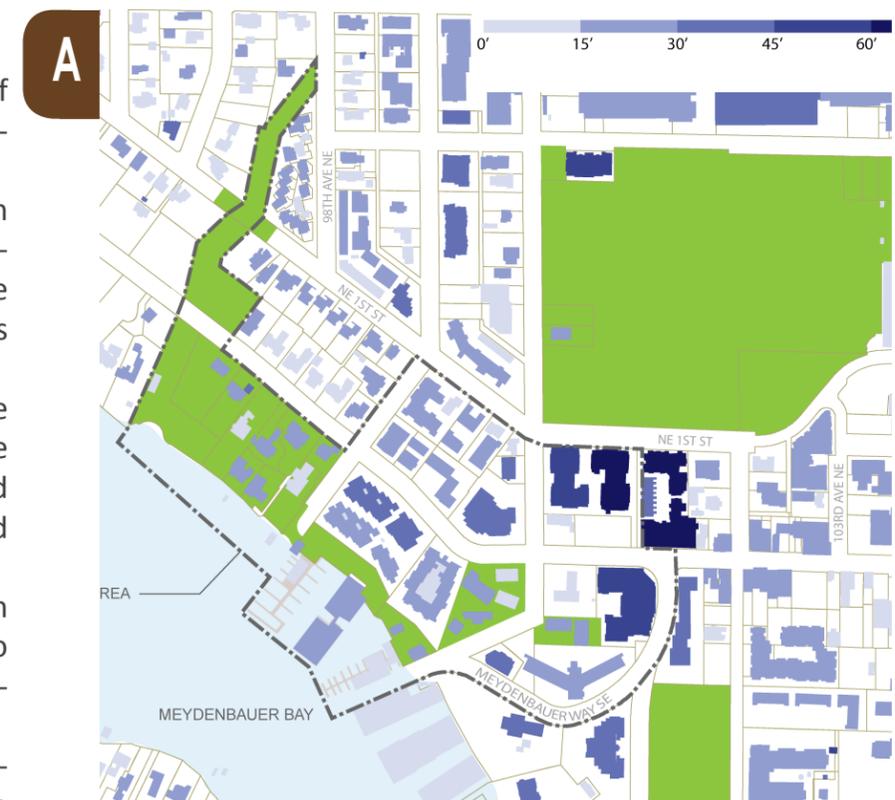
- Facilitate coordinated redevelopment of the Chevron and Meydenbauer Apartments sites with the participation of the City-owned Bayvue Village Apartments site (east of 100th Avenue SE) in a manner that provides public benefits.
- Incorporate 100th Avenue SE/SE Bellevue Place into the primary pedestrian connection from Main Street; close this road to vehicles but ensure that emergency and other service vehicle access needs are addressed and provided for.
- Allow southerly expansion of retail uses east of 100th Ave SE onto the east Bayvue Village Apartments site to help activate the pedestrian connection to the waterfront.
- Increase density on the east Bayvue Village and Meydenbauer Apartment sites; control density through Floor Area Ratio rather than dwelling units per acre (for planning purposes, a density of approximately 60 units per acre is assumed).
- Increase lot coverage/building coverage allowance
- Reduce setback requirements.
- Consider a minimum/maximum approach to parking
- Promote shared underground parking.
- Provide pedestrian connections through the block to Wildwood Park.

- Change character of Meydenbauer Way SE to be more “pedestrian-friendly”
- Use water as a unifying theme through the area and to strengthen the connection to Downtown Park

Development incentives should:

- Maintain existing height limits on all parcels

The details of these incentives and the regulatory mechanism implementing them will be defined through the Comprehensive Plan and Land Use Code Amendment process.



A Figure 5.1-1: Existing Bellevue Building Heights (Sasaki 2008)

