

Part 20.25A Downtown

20.25A.010 General.

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B. Organization of Part 20.25A LUC.

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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.

- a. "A" Rights-of-Way – ~~Pedestrian Corridor~~ Grand Connection/High Streets.
- b. "B" Rights-of-Way – Commercial Streets.
- c. "C" Rights-of-Way – Mixed Streets.
- d. "D" Rights-of-Way – Neighborhood Streets.
- e. "E" Rights-of-Way – Perimeter Streets.

Commented [A1]: Conformance amendment for consistency with the new Grand Connection section.

6. ~~Major Pedestrian Corridor~~ Grand Connection. An alignment that is generally for exclusive pedestrian use providing a reasonably direct but interesting pedestrian route beginning at the intersection of in the immediate vicinity of NE 6th Street and 110th Avenue NE, extending to the intersection of NE 6th Street between and Bellevue Way NE, and terminating at the intersection of 100th Avenue NE and Main Street, the east side of 112th Avenue NE.

Commented [A2]: Conformance amendment for consistency with the new Grand Connection section and to account for the route extending to Old Bellevue.

20.25A.020 Definitions.

A. Definitions Specific to Downtown,

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DT – ~~Major Pedestrian Corridor~~ Grand Connection: An alignment which is generally for exclusive pedestrian use providing a reasonably direct but interesting pedestrian route beginning at the intersection of in the immediate vicinity of NE 6th Street and 110th Avenue NE, extending to the intersection of NE 6th Street and Bellevue Way NE, and terminating at the intersection of 100th Avenue NE and Main Street, between 102nd Avenue NE and the east side of 112th Avenue NE as depicted in Figure 20.25A.175.A.1 the Pedestrian Corridor Implementation Map.

DT - Grand Connection Room, or "Room": A section of the Grand Connection that serves as a character zone to foster a unique and interesting pedestrian experience.

Commented [A3]: Conformance amendment for consistency with the new Grand Connection section.

20.25A.030 Review required.

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B. Master Development Plan.

Commented [A4]: Cross-reference correction.

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 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 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 12.
 - 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.
 - c. Areas identified to accommodate street and pedestrian circulation pursuant to LUC 20.25A.090, including the anticipated location of any ~~pedestrian corridor~~ Grand Connection construction pursuant to LUC 20.25A.175, and pedestrian bridges pursuant to LUC 20.25A.100.
 - d. Areas identified to accommodate Major Public Open Spaces pursuant to LUC 20.25A.175 and Minor Publicly Accessible Spaces pursuant to LUC 20.25A.090.
 - e. Areas identified to accommodate landscape development pursuant to LUC 20.25A.110.

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D. Departures.

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2. City Council Departures. There are many 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, the 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 this subsection is to provide a departure process to create a Flexible Amenity as envisioned in LUC 20.25A.070.D.4 Amenity 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 the adoption of a Development Agreement consistent with Chapter 36.70B RCW:
 - i. Award FAR Amenity Incentive points for a Flexible Amenity subject to the terms of LUC 20.25A.070.D.4 Amenity 18; and/or
 - ii. Approve the final construction design for the following features that function as part of the public realm:
 - ~~(1) Pedestrian Bridges as 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.~~

Commented [A5]: Grand Connection guidelines and standards have been updated to remove the need for a Council departure process.

20.25A.060 Dimensional charts.

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Chart 20.25A.060.A.4 Dimensional Requirements in Downtown Land Use Districts

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Additional Dimensional Requirements in Downtown Perimeter Overlays

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Notes: Dimensional Requirements in Downtown Land Use Districts and Perimeter Overlays:

Commented [A6]: Conformance amendment for consistency with the new Grand Connection section.

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(20) On the ~~Major Pedestrian Corridor~~Grand Connection, the trigger for additional height in the DT-O-1 for nonresidential shall be 450 feet.

(21) On the ~~Major Pedestrian Corridor~~Grand Connection, the base height in the DT-O-1 for nonresidential shall be 450 feet.

20.25A.070 Amenity incentive system and floor area ratio.

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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 LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 (Pedestrian Corridor/Grand Connection/High Streets – “A” Rights-of-Way) shall be eligible for an exemption from calculation of the maximum floor area of up to 1.0 FAR, except where specifically provided by the terms of this Code.

Commented [A7]: Conformance amendment for consistency with the new Grand Connection section.

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4. Conversion of Previously Approved Exempt Retail Activity Space.

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- b. Requirements. The Director may approve a conversion of Exempt Retail Activity Space approved pursuant to the Downtown Part 20.25A LUC in effect prior to October 24, 2017, 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) 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
 - (2) The converted space shall be retrofitted, to the maximum extent feasible, to comply with the requirements of LUC 20.25A.170.B.1 (Pedestrian Corridor/Grand Connection/High Streets – “A” Rights-of-Way).

Commented [A8]: Conformance amendment for consistency with the new Grand Connection section.

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D. Specific Amenity Incentive System Requirements.

Commented [A9]: Conformance amendment for consistency with the new Grand Connection section.

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.
 - 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 points shall be earned from one or more of the following amenities: Major Pedestrian Corridor/Grand Connection 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. The remaining 25 percent of a project’s required amenity points may be earned from any other amenity on the amenity list. DT-Small Sites may utilize any combination of amenity incentive points from the standard list to earn required amenity points.

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4. Amenity Incentive System.

Chart 20.25A.070.D.4 Amenity Incentive System

LIST OF BONUSABLE AMENITIES	APPLICABLE NEIGHBORHOODS 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-Grand Connection and Major Public Open Spaces: The Major Pedestrian Corridor-Grand Connection and Major Public Open Spaces as depicted in LUC 20.25A.175.A.1, located on or in the immediate vicinity of NE 6th Street between Bellevue Way and 112th Avenue NE.				16:1			
	16:1 bonus points per square foot of Pedestrian Corridor-Grand Connection or Major Public Open Space constructed.						
	DESIGN CRITERIA:						
	1. Pedestrian Corridor-Grand Connection and Major Public Open Space improvements shall comply with the requirements of LUC 20.25A.099175.						

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F. Bonus Floor Area Earned from ~~Pedestrian Corridor-Grand Connection~~ or MPOS Construction.

1. Use of Floor Area Earned. Bonus floor area earned for actual construction of the ~~Major Pedestrian Corridor-Grand Connection~~ or Major Public Open Space may be used within the project limit or transferred to any other property within the area of 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 earned floor area to exceed the Floor Area Ratio Maximum of LUC 20.25A.060.A.4, but shall remain within maximum building height limits.

Commented [A10]: Conformance amendment for consistency with the new Grand Connection section.

2. 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.
3. Notwithstanding any provision of Part 20.25A LUC, no transfer of floor area occurs when all property is included in one project limit.

20.25A.090 Street and pedestrian circulation standards.

A. Walkways and Sidewalks – Standards and Map.

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Commented [A11]: Legend updated for consistency.

Figure 20.25A.090.A.1.

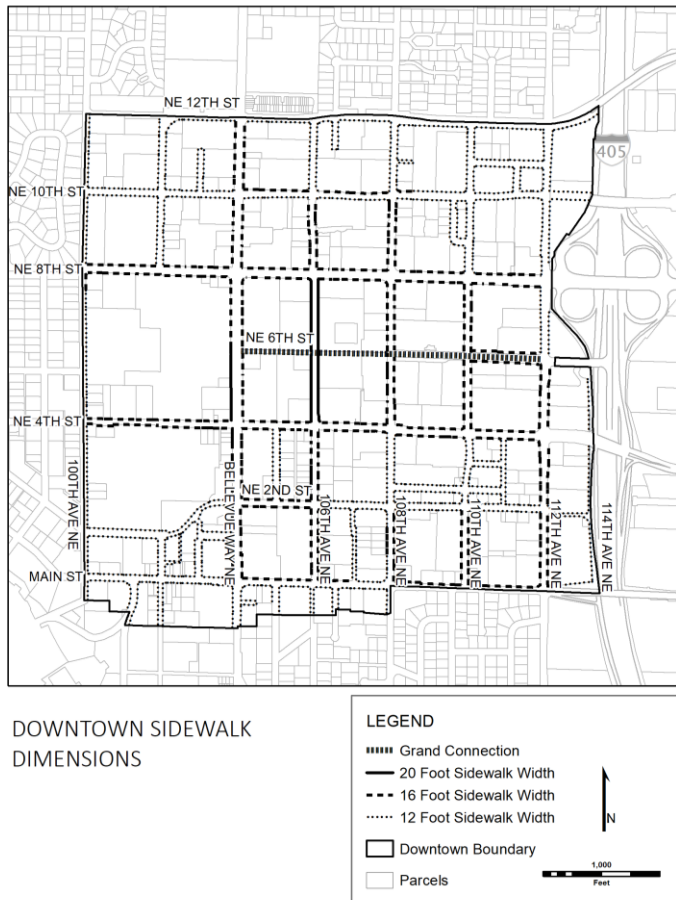


Table 20.25A.090.A.1 Plate A. PLATE A – Downtown Bellevue Planter Strip/Tree Pits Required

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-Grand Connection Design Guidelines provisions in LUC 20.25A.175
NE 6th (106th to 108th)	See Pedestrian Corridor-Grand Connection Design Guidelines provisions in LUC 20.25A.175

Commented [A12]: Conformance amendment for consistency with the new Grand Connection section.

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C. Downtown Core.

1. ~~Major Pedestrian Corridor.~~ 1. ~~Grand Connection as provided in LUC 20.25A.175.~~
 - 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.

Commented [A13]: Cross-reference correction and redundancy clean-up.

~~c. Bellevue Pedestrian Corridor Guidelines. Each development abutting the Pedestrian Corridor as described in subsection C.1.c.v of this section shall comply with the provisions of this subsection 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 subsection.~~

~~i. The corridor shall present a coordinated design. The City shall consider coordinated design features such as uniform treatment of signing, landscaping, and lighting over the entire length of the corridor. Variety in the design shall be allowed and in some cases encouraged in order to provide visual interest and harmony with adjacent development. The corridor shall incorporate numerous pedestrian amenities such as seating areas, landscaping, art features, weather protection and pedestrian scale lighting.~~

~~ii. The major pedestrian corridor shall provide predominantly continuous pedestrian-oriented frontage, plazas, pedestrian ways, street arcades, landscape features, or enclosed plazas along its entire length.~~

~~iii. The entire corridor shall 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 subsection 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) Three hundred thirty 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 curb lines of the Transit Center and the eastward extension of the trigger lines as defined in subsection 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 that 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 subsection C.1.b of this section, the following conditions shall be met:~~

~~(1) The alignment of the major pedestrian corridor related to the proposed structure or permanent parking or circulation area shall be established by the execution and recording of a legal agreement in accordance with subsection C.1.e.i or C.1.e.ii of this section.~~

~~(2) A Design Development Plan for the section of the corridor required to be constructed under subsection C.1.c.iii of this section. Corridor shall be approved by the Director as required by subsection C.1.e.ii of this section. Construction shall 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 subsection C.1.e.iii(2) of this section.~~

~~ii. Building Permits for surface parking areas to be located in this corridor as defined in subsection 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 DT-MU 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 that is within the distances specified in subsection 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 that is within the alignment of the major pedestrian corridor established under subsection C.1.b, C.1.c or C.1.c.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 subsection 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 shall design and construct the corridor within such corridor property in accordance with the requirements of subsection 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 shall maintain the portion of the corridor located on the corridor property and keep the same in good repair.~~
 - ~~(f) The City shall provide adequate police protection.~~
 - ~~(g) No modifications may be made to the corridor without approval of the City in accordance with subsection 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 subsection 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 that 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 subsection C.1.c.v of this section, a Design Development Plan for the section of the corridor required to be constructed under subsection C.1.e.iii of this section shall be submitted to and approved by the Director, through Design Review, Part 20.30F LUC. If the owner constructs a temporary pedestrian linkage under subsection C.1.f of this section, preparation of the Corridor Design Development Plan shall not be required until the property to be developed is located within:~~
- ~~(1) One hundred thirty feet of the centerline of the major pedestrian corridor, west of 108th Avenue NE; or~~

- ~~(2) The area between the exterior edge of the curb lines of the Transit Center and the eastward extension of the trigger lines as defined in subsection C.1.e.ii(1) of this section to 110th Avenue NE. The proposed plan shall 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 that 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 that 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 subsection C.1.c.v of this section at the time of the adoption of Ordinance No. 2945 only if:
- ~~(1) The owner complies with subsections 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 subsection 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 (subsection C.1.e.ii of this section). Notwithstanding this potential change in the width of the corridor that would have to be constructed under subsection 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 subsection 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 subsection C.1.c.v of this section at the time of the adoption of the ordinance codified in this Part 20.25A LUC may be issued subject to the conditions specified in subsection C.1.d.ii of this section. Notwithstanding any other requirement of this section, if a temporary pedestrian linkage is constructed as specified in subsection C.1.f of this section, construction of the corridor shall not be required unless the property to be developed is located within the distances specified in subsection C.1.e.ii of this section.~~

~~f. Temporary Pedestrian Linkage.~~

- ~~i. Any temporary pedestrian linkage developed under subsection 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 consistent with Chapter 36.70B RCW.~~
- ~~iii. Any owner constructing a temporary pedestrian linkage under subsection C.1.e.iii of this section shall 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 subsection C.1.c.v of this section through Design Review, Part 20.30F LUC, and according to the provisions of subsection 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 subsections C.1.e.i(1)(a) through (j) of this section.~~

- ~~i. Exempt Activity/Use. Notwithstanding the provisions of subsection C.1 of this section, the following activities and uses may occur on property within the distances specified in subsection 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 subsection C.1.d.ii of this section;~~
- ~~ii. Landscape development;~~
- ~~iii. Street, access and sidewalk improvements, including the Transit Center, as provided for in subsection 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 that triggered the construction requirement if the owner provides an intermediate pedestrian corridor for that delayed portion of the corridor property that:
 - ~~(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 curb lines of the Bellevue Transit Center traffic lanes. This space shall be designed to 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 that 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 shall 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 shall 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 shall be in conformance with all requirements of subsection C.1.e of this section.~~

2. Major Public Open Spaces as provided in LUC 20.25A.175.

~~a.—Purpose. Major public open spaces serve as focal points for pedestrian activity within the Downtown Core, 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 subsection C.2.b of this section shall comply with the provisions of this subsection 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 subsection.~~

~~i.—The major public open spaces shall 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. The design shall 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 shall 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 this subsection C.2.d establish alternative development mechanisms and specific requirements for each of the major public open spaces. Each affected property owner shall 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 the Director.~~

~~(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 shall maintain that portion of the major public open space and keep the same in good repair.~~

~~(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 subsection 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 subsection 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 subsection 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.~~

~~(1) 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 subsection C.2.d.iii of this section upon approval of an application to construct that major public open space.~~

~~(2) Bonus floor area earned for construction of a major public open space may be used within the project limit incorporating the Major Public Open Space or transferred to any other property within the area of 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 shall be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director.~~

~~vii.— Construction Required. Subject to subsection 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) One hundred seventy five 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) One hundred seventy five 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) One hundred seventy five 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 subsection 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 that 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 that 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.~~

~~x.—Design Development Plan.~~

~~(1) Prior to issuance of a Building Permit for any structure that 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 shall 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 consistent with Chapter 36.70B RCW. 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 shall 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 subsection C.2.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 that the Director determines is necessary for and consistent with the Major Public Open Space Design Plan.~~

3. Minor Publicly Accessible Spaces.

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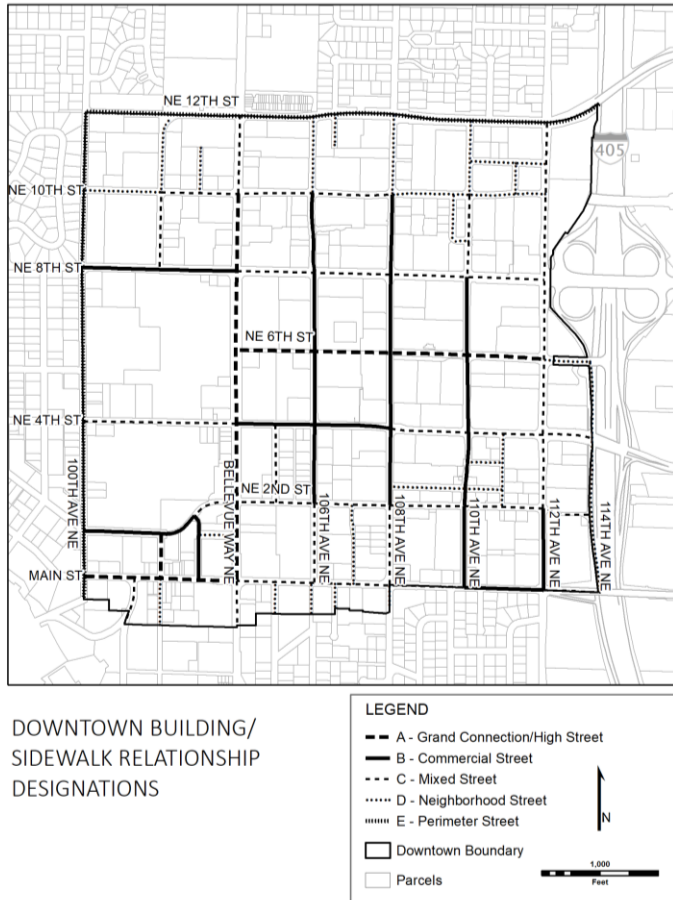
20.25A.170 Streetscape and public realm.

...

B. Right-of-Way Designations.]

Figure 20.25A.170.B.

Commented [A14]: Legend updated and 102nd Avenue NE, between NE 1st Street and Main changed to "A" ROW to align with the new Grand Connection section.



DOWNTOWN BUILDING/
 SIDEWALK RELATIONSHIP
 DESIGNATIONS

1. **Pedestrian Corridor Grand Connection/High Streets – “A” Rights-of-Way.**
 - a. Intent. Rights-of-way designated “A” shall 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 shall 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 shall be provided for in the design.

Commented [A15]: Conformance amendment for consistency with the new Grand Connection section.

C. Alleys with Addresses.

...

2. Standards.

- a. At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for ~~Pedestrian Corridor~~ Grand Connection/High Streets – “A” rights-of-way found in subsection B of this section.

Commented [A16]: Conformance amendment for consistency with the new Grand Connection section.

...

D. Upper-Level Active Uses.

...

2. Standards.

...

- c. Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for ~~Pedestrian Corridor~~ Grand Connection/High Streets – “A” rights-of-way found in subsection B.1 of this section.

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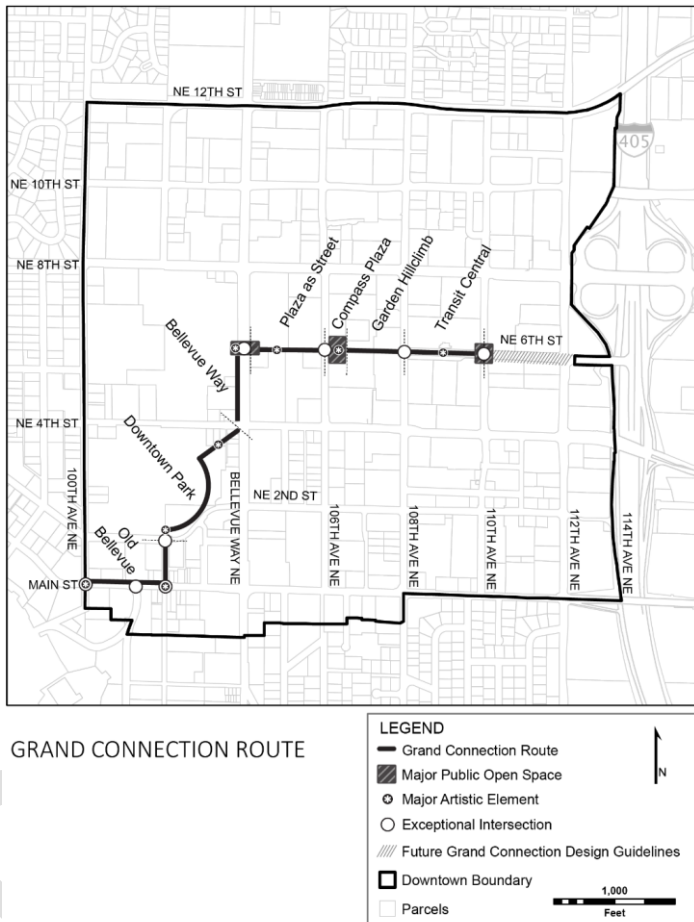
20.25A.175 Grand Connection and Major Public Open Spaces

Commented [A18]: New Grand Connection section 20.25A.175.

A. General.

- 1. The requirements of this section apply in addition to any other applicable requirements, standards, criteria, and guidelines provided in this Part 20.25A LUC.

Figure 20.25A.175.A.1



2. Public Access - Legal Agreement. When required by this section or to receive bonus FAR pursuant to LUC 20.25A.070, the owner of the property shall execute a legal agreement in a form approved by the City Attorney providing that all property that they own that is also located within the Grand Connection and/or Major Public Open Space shall be subject to a nonexclusive right of pedestrian use and access by the public. This legal agreement shall be executed prior to the issuance of any temporary certificate of occupancy and/or certificate of occupancy. The legal agreement shall provide:
 - a. Legal description of the owner's property located within the Grand Connection and/or Major Public Open Space and the location and width specified in subsection E of this section;

- b. 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 Grand Connection and/or Major Public Open Space property for purposes of enforcing the rights of the public under this agreement;
 - c. The obligations under the agreement shall run with the land;
 - d. The owner shall design and construct the Grand Connection and/or Major Public Open Space within such property in accordance with the requirements of this section;
 - e. The agreement shall be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director;
 - f. The owner shall maintain the portion of the Grand Connection and/or Major Public Open Space located on their property and keep the same in good repair;
 - g. No modifications may be made to the Grand Connection and/or Major Public Open Space without approval of the City in accordance with subsection B.4 and C.4 of this section;
 - h. The alignment of any such portion of the Grand Connection and/or Major Public Open Space established by legal agreement may be modified or terminated by the property owner and the City if the alignment of that portion of the Grand Connection and/or Major Public Open Space changes pursuant to subsection B.4 or C.4 of this section;
 - i. The owner may adopt reasonable rules and regulations for use of the owner's portion of the Grand Connection and/or Major Public Open Space; provided, that the same shall not be inconsistent with the requirements, including but not limited to the public access requirements, of this section; and
 - j. Any other terms and conditions that the owner(s) and the City agree to.
3. Hours. The Grand Connection and Major Public Open Spaces, with the exception of the Downtown Park, shall be open to the public 24 hours per day. Temporary closures will be allowed as necessary for maintenance purposes.
 4. Operations. Temporary furnishings for businesses located within the Grand Connection and/or Major Public Open Spaces shall be removed when businesses are closed.
 5. Development Rights. Space above and beneath the area to be devoted to the Grand Connection or 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 Grand Connection and/or Major Public Open Space as required by subsection A.2 of this section. There shall be sufficient depth below and above the area devoted to the Grand Connection and/or Major Public Open Space to accommodate landscaping and other project elements such as lighting and freestanding weather protection.
- B. Grand Connection.
1. Purpose. The Grand Connection is intended to serve and facilitate as a focus for pedestrian use.
 2. Where required.

- a. The Grand Connection is located and comprised of seven Rooms as depicted in Figure 20.25A.175.A.1. Rooms are spaces within the Grand Connection that serve as character zones to foster a unique and interesting pedestrian experience. The intent, standards and guidelines for each Room are provided in subsection E of this section.
 - b. Any application for a permit, approval, or other entitlement for any development, structure, or permanent parking or circulation area shall be reviewed as provided in subsection B.3 of this section if any lot line, structure or permanent parking is located within the Grand Connection route identified in Figure 20.25A.175.A.1.
3. Applicable Review. A design plan for ~~the any~~ section of the Grand Connection ~~as provided in subsection B.2.a of this section~~ shall be submitted to and approved by the Director through Design Review, Part 20.30F LUC.
 4. Maintenance. Each segment of the Grand Connection shall be maintained by the property owners abutting it, except that the City shall maintain the intersections of all public streets to the back edge of the public sidewalk within the Grand Connection. The owner-applicant shall complete an indemnification and maintenance agreement for review and approval by the Director. The indemnification and maintenance agreement shall be recorded with the King County Recorder's Office (or its successor agency) and provided to the Director prior to the issuance of certificate of occupancy or a temporary certificate of occupancy for any structure. The maintenance agreement shall include maintenance standards acceptable to the Director for elements of the Grand Connection, including but not limited to, walkways, bicycle paths, lighting, and landscaping. The agreement shall further provide maintenance practices to ensure the Grand Connection remains clean, safe, and in a state of good repair for all members of the public to enjoy.
 5. Phased Construction, Grand Connection.
 - a. Where the development of a project is proposed to be phased and the Grand Connection abuts or is adjacent to a later phase, construction of that section of the Grand Connection may be delayed to correspond with that later phase if the owner provides the following in the first phase:
 - i. An area comprising of at least 16 feet in width from the centerline of the Grand Connection west of 108th Avenue NE, or extending outward from the exterior edge of the north or south curb lines of the Bellevue Transit Center traffic lanes. This space shall include a minimum eight feet unobstructed travel path;
 - ii. Installation of planting, fixtures, and scored or decorative paving;
 - iii. Improvements providing a sense of enclosure along the exterior edge of the space by the use of a design element that both physically and visually separates the Grand Connection from abutting property. Examples of such features may include sculptural walls, dense plantings, or berms; and
 - iv. Other elements for consistency with the applicable provisions of this section, as determined by the Director.

- b. At the time of development of the phase abutting or adjacent to the Grand Connection, any improvements installed as an interim condition pursuant to LUC 20.25A.175.B.5 shall be replaced by improvements that strictly comply with the requirements of this section.

C. Major Public Open Spaces.

- 1. Purpose. Major Public Open Spaces serve as focal points for pedestrian activity within the Grand Connection.

- 2. Where required.

- a. Location. General locations of the Major Public Open Spaces are depicted in Figure 20.25A.175.A.1. Major Public Open Spaces are located at or near the intersection of the Grand Connection as provided in subsection B.2.a of this section and:

- i. Bellevue Way NE;
- ii. 106th Avenue NE; and
- iii. 110th Avenue NE.

- b. Any application for a permit, approval, or other entitlement for any development abutting a location of the Major Open Public Spaces as provided in subsection C.2.a of this section shall comply with the provisions of this section. Each affected property owner shall comply with the Major Public Open Space design and construction requirements.

- 3. Design.

- a. The Major Public Open Spaces shall be designed with pedestrian amenities to ensure that the Major Public Open Spaces serve as focal points within the Grand Connection. Pedestrian amenities include elements such as seating, lighting, special paving, planting, food and flower vendors, artwork and special recreational features. The design shall be coordinated with that of the Grand Connection guidelines and standards.
- b. 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 NE 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.
- c. Area devoted to a Major Public Open Space shall be in addition to any area devoted to the Grand Connection.
- d. Active Uses are required on at least two sides of a Major Public Open Space unless the Major Public Open Space is linear in design, in which case Active Use frontage is required on at least one side.

- 4. Specific Development Mechanism.

- a. General. The provisions of this subsection C.4 establish specific requirements and alternative development mechanisms for each of the Major Public Open Spaces.

- b. Ownership. The owners of property to be devoted to a Major Public Open Space will retain fee ownership of that property.
- c. Arrangement of Space. The specific apportionment and specific design of a Major Public Open Space on each affected parcel shall be established through Design Review, Part 20.30F LUC, as described in subsection C.4.d of this section.
- d. Design Review.
 - i. Prior to issuance of a Building Permit for any structure that 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, Design Review approval, Part 20.30F LUC, is required.
 - ii. For Design Review approval, the proposed plan shall be consistent with the intent, standards, and guidelines of this section and shall also specify the following elements:
 - (1) Relationship to building frontage;
 - (2) Specific location of the major public open space;
 - (3) All design features required pursuant to subsection C.3 of this section;
 - (4) Relationship to and coordination with other portions of the Major Public Open Space, and with the Grand Connection; and
 - (5) Any other physical element that the Director determines is necessary for and consistent with this section.

D. Grand Connection Guidelines and Standards.

The Grand Connection is a series of universally ~~accessible~~ designed, cohesive, and connected, yet distinct spaces through Downtown Bellevue. These ~~connected~~ spaces will include common features and embedded wayfinding elements. Common features include, but are not limited to, color, paving, ecological framework, and integrated artistic elements that result in a unified experience. "Rooms" contain distinctive elements that support context-specific character and are separated by intersections that maintain the pedestrian emphasis. The elements of each Room along the Grand Connection have the following predominant goals:

- a. Establish a vibrant cultural corridor that offers enjoyable and memorable experiences;
- b. Facilitate both universal access and design by integrating intuitive features within each Room to promote equitable use and safe and accessible opportunities for people to move, explore, gather, and relax;
- c. Incorporate human-scaled design elements in paving, landscaping and fixtures; and
- d. Offer opportunity to highlight the benefits of a robust ecological framework in a creative, functional, and aesthetic manner.

1. Artistic Elements.

Commented [A19]: Edits in response to the March 10 Planning Commission comments to emphasize accessibility for the Grand Connection beyond the minimum ADA requirements.

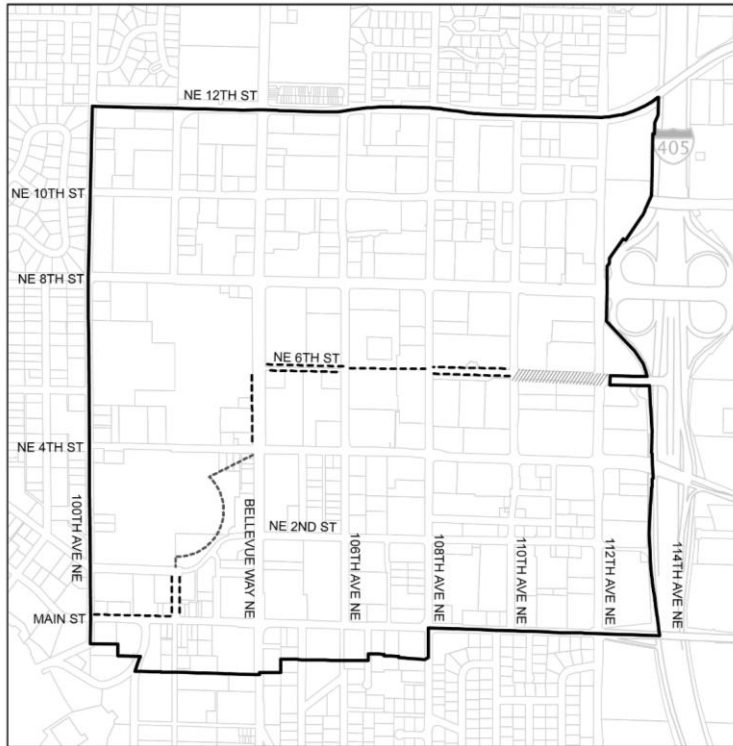
Commented [A20]: Edits to emphasize accessibility for the Grand Connection beyond the minimum ADA requirements.

- a. Intent. Artistic elements along the Grand Connection facilitate unique, memorable experiences and/or photogenic opportunities. Artistic elements are represented as major or minor. Major artistic elements are standout features that may receive FAR Amenity points when in compliance with the requirements for Public Art in the Amenity Incentive System of LUC 20.25A.070.D.4. Minor artistic elements are smaller in scale and may include both permanent and seasonal pieces such as artist-designed furnishings, spaces for street performances, artistic treatments to paving, or exceptional intersection treatments.
 - b. Where required. Figure 20.25A.175.A.1 identifies the general location of major artistic elements. There shall be a maximum separation of 150 feet between minor artistic elements, unless the element is integrated or paired with an embedded wayfinding as provided in subsections D.4.b.ii and D.4.c.iii.
 - c. Guidelines.
 - i. Infrastructure throughout the Grand Connection should accommodate cultural programming, particularly in spaces that support opportunities for gathering and performing. Examples include space for vendors, food trucks, special events, seasonal venues, or other similar uses;
 - ii. Provide artistic elements that express the cultural, ecological, and technological contexts of Downtown Bellevue;
 - iii. Include installations and presentation of artistic elements that can be integrated or paired with embedded wayfinding, as provided in subsections D.4.b.ii and D.4.c.iii, onto building façades, suspended above the pedestrian space as a canopy, on top of awnings, placed in open spaces, or in the landscaping; and
 - iv. Provide artistic elements that are consistent with long-term maintenance needs.
2. Ecological Framework
- a. Intent. The ecological framework for the Grand Connection enhances the Grand Connection-wide and Room-specific intent statements through the incorporation of resilient ecological systems. The ecological systems shall, at a minimum, provide an engaging experience that frames the path and provides dynamic and memorable year-round sensory experiences for all users within each Room.
 - b. Guidelines.
 - i. Plant selections should, at minimum, provide year-round interest through scale, color, and textural variation;
 - ii. Plant selections should support a variety of sensory experiences and ecological functions, including opportunities serve as pollinators or educate the public about the importance of regional ecology;
 - iii. Tree species should be selected for their ability to thrive in an urban setting and be resilient to changing climate conditions;

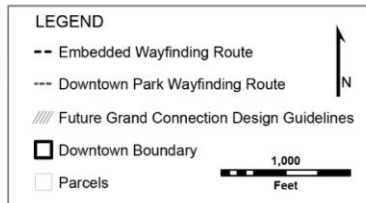
- iv. Locate trees with consideration given to wind and solar exposure;
 - v. The use of visually prominent stormwater features and infrastructure, including bioretention swales or planters and rain gardens is encouraged where feasible. If visually prominent systems are not feasible, designs should incorporate additional low-impact design elements such as rainwater catchment systems and installation of soil cells to support tree plantings;
 - vi. Use drought-tolerant plants, where feasible;
 - vii. Maximize the use of seasonal living ground cover to create a strong visual impact;
 - viii. Planter strips should be expanded where necessary to accommodate living ground cover; and
 - ix. For all other landscape development-related guidance and standards, refer to LUC 20.25A.110.
3. Fixtures.
- a. Intent. Fixtures, including furnishings and lighting, support a safe and welcoming experience for users that also contributes to the signature visual character of the Grand Connection.
 - b. Standards.
 - i. Furnishings, which includes chairs, loungers, benches, and surfaces for dining, shall incorporate the signature color, as provided in subsection D.6 of this section;
 - ii. Moveable furnishings shall be able to withstand strong wind conditions; and
 - iii. Pedestrian-scale lighting shall utilize pole top lighting, catenary lighting, or other fixtures unless otherwise stated in subsection E of this section. Pole top lighting shall incorporate stainless steel along the length of NE 6th Street and shall accommodate banners.
 - c. Guidelines.
 - i. Contemporary fixtures should complement the design intent of each Room. Contemporary fixtures are not recommended in the Downtown Park and Old Bellevue.
4. Paving.
- a. Intent. Paving treatments strengthen and support the design intent of the Rooms located within the Grand Connection. Embedded wayfinding features should provide subtle and intuitive wayfinding guidance to both guide users along the route and connect them with important elements within each Room, except for the Downtown Park Room.
 - b. Standards.
 - i. Paving:

- (1) Unit pavers shall be used for sidewalks along the Grand Connection, except in the Downtown Park Room;
 - (2) Unit pavers shall be rectilinear in shape, and have a maximum dimension of 60 inches;
 - (3) The paver material shall be concrete, textured brick, or natural stone;
 - (4) The paver colors shall be selected to support the design intent of each Room; and
 - (5) Improvements to all intersections, except NE 4th Street at Bellevue Way NE, shall follow the exceptional intersection criteria established in the Transportation Department Design Manual, now or as hereafter amended.
- ii. Embedded wayfinding:
- (1) Figure 20.25A.175.D.4.b identifies where embedded wayfinding is required;
 - (2) Pedestrian routes shall coordinate with and connect to adjacent sites;
 - (3) The unit paver material shall be black tusk basalt or similar material and color; and
 - (4) The maximum dimension of an embedded wayfinding paver shall be a 60-inch perimeter.

Figure 20.25A.175.D.4.b



GRAND CONNECTION
EMBEDDED WAYFINDING ROUTE



c. Guidelines.

- i. Provide an unobstructed travel path of at least 10 feet to support safe access for pedestrians and wheeled users for locations that require embedded wayfinding shown in Figure 20.25A.175.D.4.b, except for the Downtown Park and Old Bellevue Rooms;
- ii. Paving:
 - (1) Use banding and bordering with a complementary color, pattern, texture, and material to define space and create visual interest; and
 - (2) In locations where new paving will abut existing paving, provide a hard edge treatment, where new development inserts a clear and abrupt edge adjacent to

existing paving surface or a transitional treatment to provide a graceful transition to the adjacent site.

iii. Embedded wayfinding:

- (1) Embedded wayfinding elements should be integrated along each Room in a manner that will link important features or locations along a block and guide users through each Room. This may be expressed by unit pavers that change in directionality, scale variation, and aggregation based on different moments within each Room.

5. Primary Entries.

- a. Intent. Primary entries support the desire for a vibrant, active pedestrian experience throughout the Grand Connection and build upon the right-of-way designations in LUC 20.25A.170.B.
- b. Standard. Primary entries for Active Uses shall face the Grand Connection and/or Major Public Open Space.
- c. Guidelines.
 - i. Primary entries for each Active Use should be designed to allow for a high degree of personalization and customization;
 - ii. Primary entries should support an active year-round pedestrian experience with an exceptionally high level of visual and physical porosity through features that include, but are not limited to, concertina doors, large pivot doors, roll-up doors, and large operable windows; and
 - iii. Street corners should be enlarged and/or designed to accommodate a higher volume of pedestrians and Active Uses.

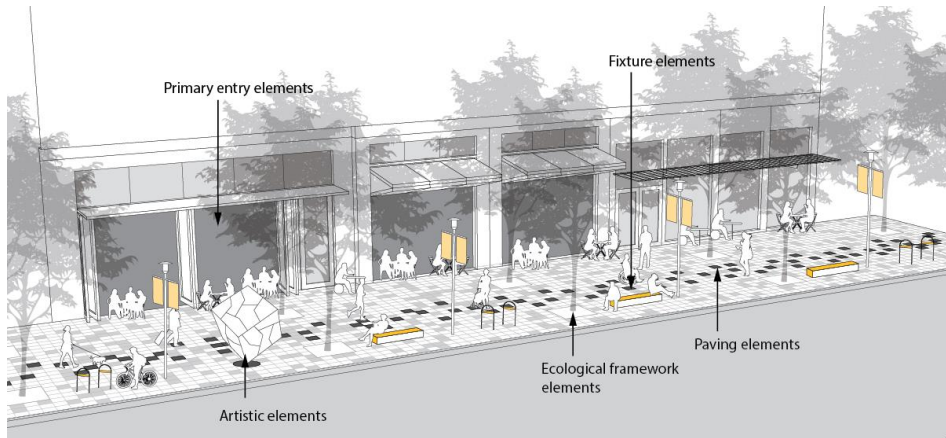
6. Signature Color.

- a. Intent. The signature color supports the visual identity and sense of cohesion for the Grand Connection.
- b. Standard. The signature color for the Grand Connection is called Grand Connection Gold. This is represented as Pantone 1235 C or, alternatively, RAL 1023.

E. Room Specific Guidelines and Standards.

Purpose. Rooms along the Grand Connection, highlighted in Figure 20.25A.175.A.1, foster a unique and interesting pedestrian experience along each block. Room-specific guidelines complement Grand Connection-wide guidelines and standards in addition to the guidelines and standards of this Part 20.25A LUC. Diagrams in this section illustrate guideline and standard application but are not intended to suggest design solutions for a site.

1. Transit Central.

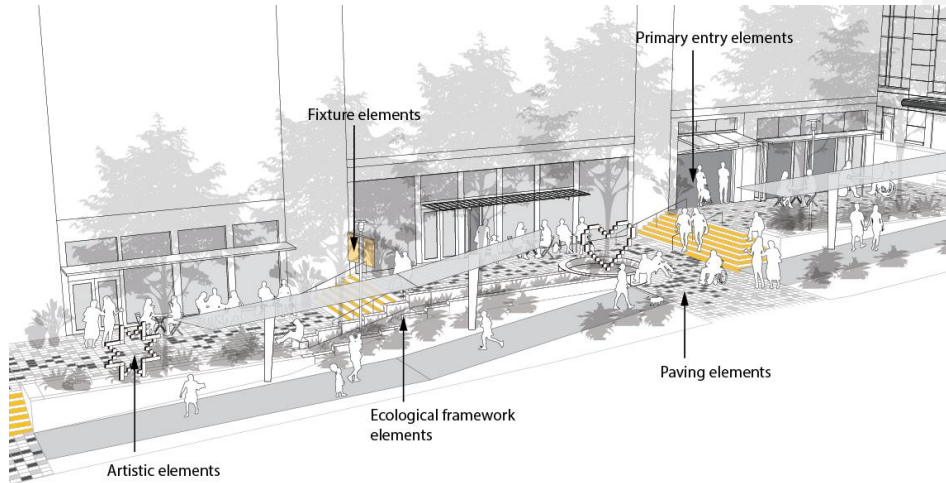


- a. Intent. Transit Central is the largest mobility hub in Bellevue and a portal to Downtown. Human and vehicle activity converge here, with a transit island flanked by wide concourses that support a lively and interesting pedestrian environment.
- b. Standards.
 - i. **Location:** the area extending to the north and south sides of NE 6th Street between 108th Avenue NE and 110th Avenue NE;
 - ii. **Width:** the Transit Center platform and roadways, including average 30 feet on each side, measured from back-of-curb and no less than 20 feet on each side, measured from back-of-curb;
 - iii. Artistic Elements: Figure 20.25A.175.A.1 identifies the location where a major artistic element shall be located; and
 - iv. Ecological Framework: Tree placement and species should accommodate double-decker bus traffic along NE 6th Street.
- c. Guidelines.
 - i. The Transit Center should be programmed with dynamic lighting or other features to serve as a major artistic element;
 - ii. Ecological Framework:
 - (1) Provide a double allée of trees on the northern block of NE 6th Street with a single tree species to establish rhythm and continuity. A flexible pattern may be considered to allow for Active Uses along the building frontages; and
 - (2) Living ground cover should be designed to create visual interest for arriving and departing transit users.

Commented [A21]: Edit to clarify the location of the Grand Connection.

Commented [A22]: Edit to clarify the width of the Grand Connection includes the Transit Center platform.

2. Garden Hillclimb.

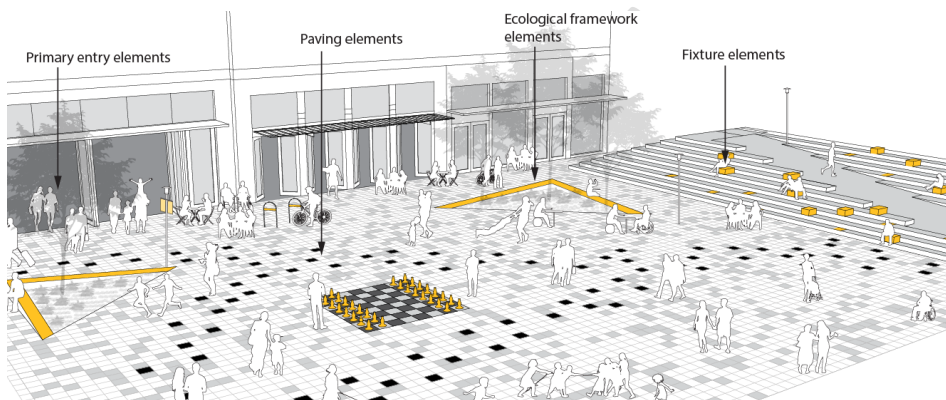


- a. Intent. The Garden Hillclimb is a relaxing space that includes cascading clusters of lush and colorful plantings that the public can enjoy up-close and through all their senses.
- b. Standards.
 - i. Location: situated between the Compass Plaza major public open space and 108th Avenue NE.; and
 - ii. Width: 60 feet minimum.
- c. Guidelines.
 - i. Ecological Framework:
 - (1) Plantings should be designed to include flowering, fragrant, lush, and interesting foliage;
 - (2) A Katsura tree (*Cercidiphyllum japonicum*) should be used at the Southwest corner of the intersection of 108th Avenue NE and NE 6th Street to act as a signature tree and wayfinding element; and
 - (3) A cascading stormwater feature should be incorporated to strengthen the design intent of the Room, where feasible.
 - ii. Fixtures:
 - (1) Provide built-in seating, including seating along raised planters; and
 - (2) Provide catenary lighting where possible.

iii. Paving. Provide creative and engaging approaches along the steps and ramps, including but not limited to:

- (1) Use of the signature color, as provided in subsection C.6 of this section, on step risers; and
- (2) Interactive elements.

3. Compass Plaza.



- a. Intent. The Compass Plaza is a signature outdoor venue situated at the heart of Downtown. A civic space where events and activities bring people together, Compass Plaza is a large space that accommodates events and gatherings, complements the surrounding buildings, and is finely detailed and cohesive with a design that is integrated across the entire plaza.
- b. Standards.
 - i. Location: situated between 106th Avenue NE to the west and the Garden Hillclimb Room to the east;
 - ii. Size: identified in subsection C.3.b; and
 - iii. Artistic Elements: Figure 20.25A.175.A.1 identifies the location where a major artistic element shall be located.
- c. Guidelines.
 - i. Ecological Framework:
 - (1) The existing large oak tree on site should be retained and protected to anchor this public space. At the end of its lifecycle, it should be replaced with another feature tree of prominent size and stature;
 - (2) Living ground cover should be designed to avoid creating obstructions to pedestrians and the staging of large events; and

- (3) Living ground cover should be designed to provide opportunity for a feature stormwater treatment garden that captures runoff from adjacent impervious surfaces where possible.

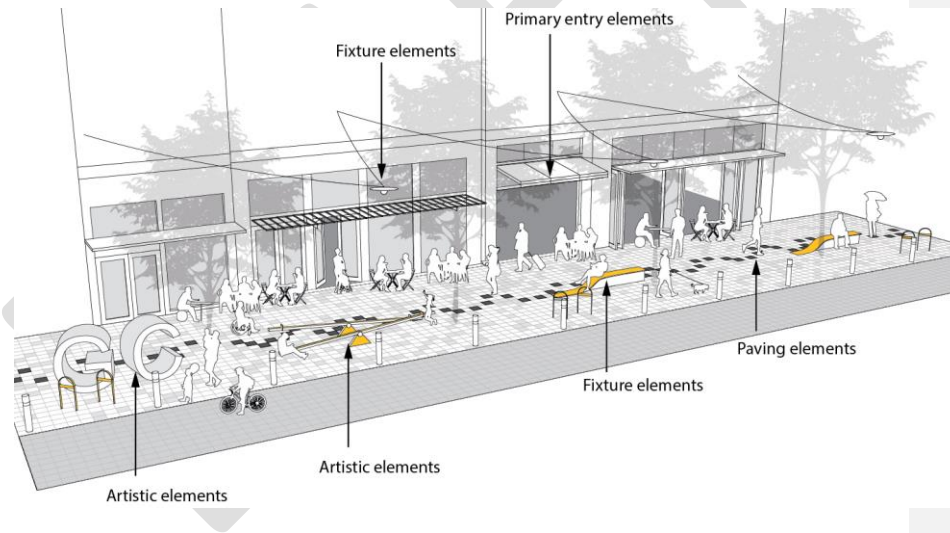
ii. Fixtures:

- (1) Provide stepped or terraced seating that can also function as step risers;
- (2) Provide built-in seating along raised planters where possible; and
- (3) Stainless steel bollards with lighting should define the curbless edge between the plaza and street.

iii. Paving. Provide creative and engaging approaches along the steps and ramps, including:

- (1) Use of the signature color, as provided in subsection C.6 of this section, on step risers; and
- (2) Interactive elements.

4. Plaza as Street.



- a. Intent. Plaza as Street is a multipurpose, pedestrian-scaled Room where culture and activity intersect, anchored by the Bellevue Arts Museum. Plaza as Street is designed as a curbless environment with vehicles, yet every element of the design emphasizes a pedestrian orientation.

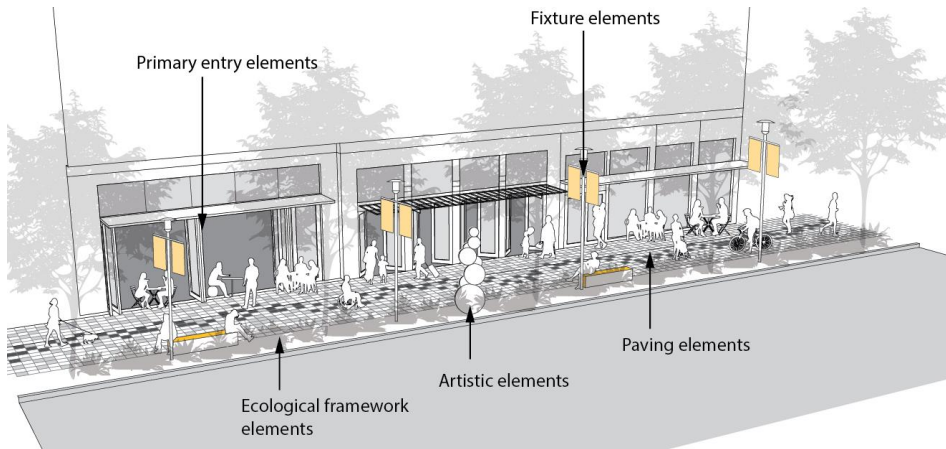
b. Standards.

- i. Location: [NE 6th Street, including the area extending to the north and south sides of NE 6th Street between Bellevue Way NE to the west and 106th Avenue NE to the east;](#)

Commented [A23]: Edits to clarify that the location includes NE 6th Street.

- ii. Width: 60 feet minimum, including two vehicular travel lanes, and minimum 15 feet measured from the edge of the travel lane to the south and minimum 20 feet measured from the edge of the travel lane to the north for sidewalk access;
 - iii. Restricted Driveway Access: Vehicular access to properties abutting the Grand Connection shall be from other arterials and private streets; and
 - iv. Artistic Elements: Figure 20.25A.175.A.1 identifies the location where a major artistic element shall be located.
- c. Guidelines.
- i. The major artistic element should complement the pedestrian space and highlight this area as a hub for artistic expression;
 - ii. Ecological Framework:
 - (1) Placement of trees should emphasize the verticality of the space through the size and form of the species selected and their regular arrangement; and
 - (2) Street tree placement should follow a single row on both sides of the Grand Connection.
 - iii. Fixtures:
 - (1) Unique, permanent furnishings should be used where possible that reflects the adjacency to Bellevue Arts Museum;
 - (2) Catenary lighting should be used where possible; and
 - (3) Stainless steel bollards with lighting to define the curbless edge between the plaza and street should be used.
 - iv. Plaza pavers should be lighter-colored pavers than the street pavers.

5. Bellevue Way

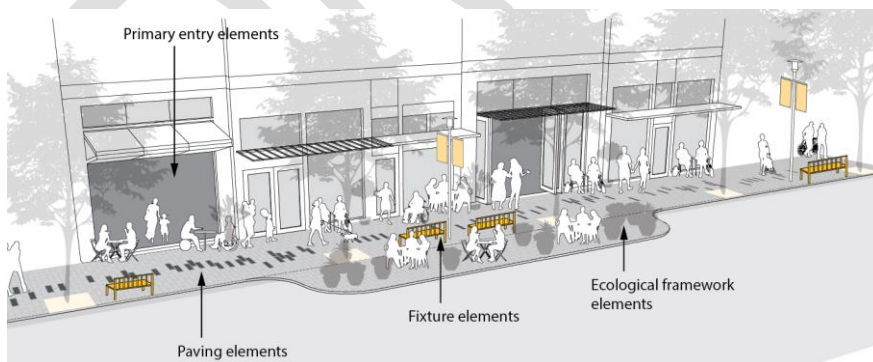


- a. Intent. Bellevue Way is a hub of activity, where commerce and entertainment converge on a wide sidewalk corridor that is richly designed and furnished. Designated in the Comprehensive Plan as a “Grand Shopping Street”, the Bellevue Way Room features bold and expressive landscaping that also buffers users from the street.
- b. Standards.
 - i. Location: west side of Bellevue Way NE between NE 6th Street and NE 4th Street; and
 - ii. Artistic Elements: Figure 20.25A.175.A.1 identifies the location where a major artistic element shall be located.
- c. Guidelines.
 - i. A new major artistic element at the entrance to Bellevue Square, located at the intersection of NE 6th Street and Bellevue Way NE, should reinforce the artistic importance of this location adjacent to the Bellevue Arts Museum. The feature should be viewable by pedestrians approaching from Compass Plaza and the intersection of NE 4th Street and Bellevue Way NE;
 - ii. Ecological Framework:
 - (1) Living ground cover plant selections should provide a lush green effect with large, bold foliage; and
 - (2) Where feasible, evaluate the use of bioretention swales or cells within the planter strips.
 - iii. Furnishings should be designed to provide a sense of protection from vehicle traffic along Bellevue Way NE.

6. Downtown Park.

- a. Intent. The Downtown Park is a place where people pause and step away from the busy activity of Downtown. The park is a verdant sanctuary and community gathering space. Intermittent design elements embedded along the promenade and at prominent entries remind people that they are on the Grand Connection.
- b. Standards.
 - i. Location: east side of interior pedestrian path between the entrance located at the intersection of NE 4th Street and Bellevue Way NE and the southern entrance located at the intersection of NE 1st Street and 102nd Avenue NE; and
 - ii. Artistic Elements: Figure 20.25A.175.A.1 identifies the location where major artistic elements shall be located.
- c. Guidelines.
 - i. A major artistic element, located at the entrance to the Downtown park at the intersection of NE 4th Street and Bellevue Way, should serve as a welcoming, memorable gateway into the park; and
 - ii. A major artistic element, located at the entrance to the Downtown Park at the intersection of NE 1st Street and 102nd Avenue NE, should incorporate the following:
 - (1) The major artistic element should serve as a welcoming, memorable beacon to the park as well as provide a recognizable landmark; and
 - (2) The major artistic element should be visible from the street and respond to the design in Downtown Park and the surrounding areas.

7. Old Bellevue.



- a. Intent. Old Bellevue is a human-scaled neighborhood in Downtown Bellevue, and a high degree of design detail applies to the walkway and to the adjacent buildings. Old Bellevue emphasizes interesting store fronts, welcoming entrances, abundant outdoor seating,

vibrant color, and seasonal change. Sidewalk paving patterns and intersection design provide an exceptional level of detail that embed common elements of the Grand Connection.

b. Standards.

- i. Location: east and west sides of 102nd Avenue NE between NE 1st Street and Main Street, and north side of Main Street between 100th Avenue NE and 102nd Avenue NE; and
- ii. Artistic Elements: Figure 20.25A.175.A.1 identifies the location where major artistic elements shall be located.

c. Guidelines.

- i. A major artistic element should be integrated into the intersection of Main Street and 102nd Avenue NE;
- ii. A major artistic element, integrated into the streetscape or park at the intersection of Main Street and 100th Avenue NE, should provide visual cues to the waterfront at Meydenbauer Bay Park;
- iii. Ecological Framework:
 - (1) Using raised planters, pots, or vertical vegetation structures are encouraged;
 - (2) Flowering and fragrant plants and plantings with lush and interesting foliage are encouraged; and
 - (3) For living ground cover plant selections, opportunities for seasonal or rotating plantings are encouraged.