

Urban Design & the Arts Element - Remaining Items

	Council question or direction	Information and/or potential change
1.	<p>Boulevard designation on Figure UD-1</p> <p>Mayor Balducci questioned why 140th is marked as a “Scenic Boulevard” when parts of it are not very scenic, and also, why Lake Hills Connector is designated as a City Boulevard and not a Scenic Boulevard, when it is far more scenic than 140th.</p>	<p>This map indicates streets that either currently meet a definition of a particular boulevard type, or are planned to. Scenic Boulevards are typically smaller streets with a lower traffic volume and have a park-like quality. City Boulevards are major cross-city connections that handle significant traffic and are larger scale streets. Generally, the draft map sets a continuous designation along a street throughout the city, although there are a few exceptions.</p> <p>In the case of 140th Avenue, even though there are parts that are not currently scenic, the goal of the current designation is that efforts would be made to further that vision as much as possible.</p> <p>Options, 140th Avenue NE:</p> <p>Option 1: Maintain 140th Avenue’s Scenic Boulevard designation as shown in Figure UD-1. (PC recommendation)</p> <p>Option 2: Replace the Scenic Boulevard designation with a City Boulevard designation between NE 24th Street and NE 8th Street.</p> <p>Lake Hills Connector, west of Richards Road was designated as a City Boulevard because it is a large 4 lane street that handles significant traffic volume. It has a strong scenic quality and its designation as a City Boulevard would not not limit the design of the streetscape from taking advantage of scenic elements.</p> <p>Options, Lake Hills Connector:</p> <p>Option 1: Maintain Lake Hills Connector’s City Boulevard designation as shown in Figure UD-1. (PC recommendation)</p> <p>Option 2: Replace the City Boulevard designation with a Scenic Boulevard</p>

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		designation from 116 th Avenue to Richards Road.
2.	<p>Pedestrian bridges Councilmember Chelminiak asked for more information about Comprehensive Plan policy regarding pedestrian bridges.</p>	<p>The Downtown Subarea Plan provides specific policy direction regarding the location and design of pedestrian bridges. This item was not reviewed as part of the draft Comprehensive Plan update. A limited set of Downtown Subarea Plan amendments are anticipated as part of the ongoing Downtown Livability/Downtown Transportation Plan work. Per Council direction, this issue will be addressed as a referral to the Downtown Livability process.</p>
3.	<p>Building design/solar access Councilmember Robertson questioned if there was policy regarding views and providing a sense of openness and solar access.</p> <p>At the June 22 Study Session, Deputy Mayor Wallace and Councilmember Stokes asked about how the potential new policy that was drafted in response would affect new development and the permit review process.</p>	<p>A number of policies address solar access and openness related to building design. To respond to Council interest, staff proposes the following revised new policy that addresses concerns raised by the previous version.</p> <p>Revised proposed new policy: <u>UD-Z3. Employ design guidelines to affect building placement and design in order to promote solar access in public spaces and a sense of openness.</u></p> <p>Policy Z3 would be implemented through development of design guideline amendments as part of the Downtown Livability work, which would further define when studies are required. Solar access and building spacing studies are relatively simple to produce with today's commonly used electronic drafting tools.</p> <p>Existing policies also support the protection of public views, providing openness, and access to sunlight.</p> <p><i>UD-23. Identify and preserve views of water, mountains, skylines or other unique landmarks from public places as valuable civic assets.</i></p> <p><i>UD-72. Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building</i></p>

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		<p><i>design, through-block connections, public spaces, activities, openness, and sunlight and view preservation.</i></p> <p>UD-10. <i>Encourage public and private development to incorporate access to sunlight.</i></p> <p>The Downtown Subarea Plan provides additional guidance during design review: <i>S-DT-36. Utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.</i></p> <p><i>S-DT-37. Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.</i></p>
4.	<p>Wind Impacts</p> <p>Councilmember Robinson asked if there were policies regarding wind impacts from development.</p> <p>Similar to the policy above, during review of the new policy UD-X11 recommended by the Planning Commission, Deputy Mayor Wallace and Councilmember Stokes asked about how the policy would affect new development and the permit review process</p>	<p>The adverse effects of wind is addressed in the new policy UD-X11 recommended by the Planning Commission.</p> <p><i>UD-X11. Consider the adverse effects of wind in site and building designs adjacent to public spaces.</i></p> <p>In response to Council discussion seeking greater clarity of how the policy would be applied, staff recommends the following revision:</p> <p><u><i>UD-X11. Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.</i></u></p> <p>This revision specifies that application would occur through design guidelines, which will be developed as part of the Downtown Livability work. Wind studies can be computer modeled or conducted in a wind tunnel and would be reserved for “large buildings,” which would be defined in the guidelines.</p>

Map UD-1. Boulevard and Intersection Improvements

This map designates streets and intersections that play a significant role in establishing Bellevue’s design character. See Policy UD-42 for a description of City Boulevards, Policy UD-X18 for a description of Scenic Boulevards and Policy UD-44 for a description of Key City Entry and Neighborhood Identity Points, and Designated Intersections.

