

Downtown Livability Initiative

Transmittal of Citizen Advisory Committee (CAC) Recommendations



Bellevue City Council Study Session *May 18, 2015*



Presentation Overview

- **Update on broader livability efforts for Downtown Bellevue**
- **Recap of Council's January 20 meeting re: CAC's Downtown Livability recommendations**
 - ▣ Topics covered: Public Open Space, Pedestrian Corridor, Design Guidelines, Amenity Incentive System, Station Area Planning, Other Topics
- **Review of remaining portions of CAC's recommendations**
 - ▣ Building Height & Form
 - ▣ Downtown Parking
- **Seek direction from Council on next steps**

Study Area: Downtown Subarea

Lake Washington



	1980	Existing	2030 Forecast
Jobs	10,600	46,000	70,300
Population	1,000	11,000	19,000

Code Updates are Part of a Broader Livability Effort for Downtown



Safety and security



Walkability/pedestrian comfort



Schools



Character



Public transit



Bicycle mobility



Vehicular mobility



Parks and open space



Cultural facilities



Entertainment/events



Affordable/workforce housing



Neighborhood services

Update on Broader Livability Effort



Safety and security

- ❖ **New Fire Station #10** to serve Downtown and surrounding area
- ❖ **Downtown Policing Squad**
- ❖ BPD collaboration with **Downtown residential property managers**



Update on Broader Livability Effort

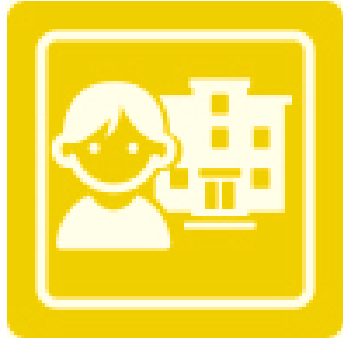


Walkability/pedestrian comfort

- ❖ \$5m for station access improvements
- ❖ Enhance crossing at 108th/NE 4th - 2015
- ❖ Pedestrian Corridor
 - Raised crosswalk/table intersection at 106th/NE 6th - 2016
 - Fix bottleneck at “Garden Hillclimb” - 2015
- ❖ Improve crossing south of Downtown Park – 2016
- ❖ New developments upgrading sidewalk environment
- ❖ Early planning for pedestrian crossing of I-405

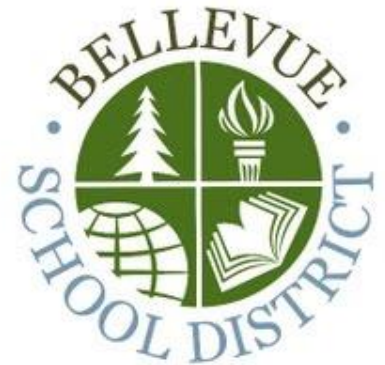


Update on Broader Livability Effort

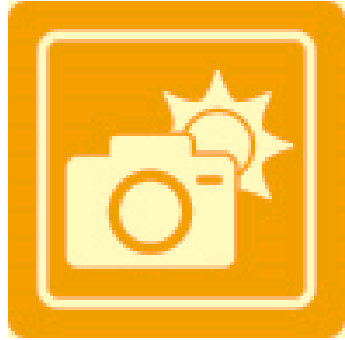


Schools

- ❖ 1,000+ children living Downtown (ages 0-18)
- ❖ Bellevue School District planning new elementary school planned at 124th Ave/Main Street; fully funded with construction to begin 2016



Update on Broader Livability Effort



Character

- ❖ Old Bellevue identity project
- ❖ Downtown-wide median study
- ❖ Vision for “Grand Connection”



Update on Broader Livability Effort



Public transit

- ❖ East Link underway; in place by 2023
- ❖ Bellevue Transit Center upgrades
- ❖ Implement access improvements and transit route changes recommended by Transportation Plan - ongoing



Update on Broader Livability Effort



Bicycle mobility

- ❖ Enhance bicycle safety; Main St/108th and 112th/NE 8th - 2015
- ❖ Increase bicycle wayfinding; consistency with surrounding jurisdictions - 2015
- ❖ Work with Pronto on bikeshare; target 2017
- ❖ Corridor planning for Main St, 106th Ave and 108th Ave - 2015



Update on Broader Livability Effort



Vehicular mobility

- ❖ I-405 Master Plan
- ❖ Improved access to/from Downtown (NE 4th extension, 120th Ave widening, Spring Boulevard - NE 12th and 120th, ST MOU re: HOV improvements on Bellevue Way south of Downtown)
- ❖ 25 new on-street parking spaces in Old Bellevue area
- ❖ Ongoing signal improvements through SCATS; flashing yellows
- ❖ Electric vehicle charging stations



Update on Broader Livability Effort



Parks and open space

- ❖ Completion of the Downtown Park and Inspiration Playground slated for 2015-16
- ❖ First phase of Meydenbauer Bay Park expansion underway
- ❖ Ashwood Park Master Plan – 2015/16



Update on Broader Livability Effort



Cultural facilities

- ❖ KidsQuest Children's Museum – 2016
- ❖ Privately-built Resonance performance space at SOMA Towers opened May 2015
- ❖ Meydenbauer Convention Center renovation – 2015
- ❖ Recent Council MOU for Tateuchi Center



Update on Broader Livability Effort



Entertainment/events

- ❖ Bellevue Downtown Farmers Market
- ❖ Bellevue Jazz and Blues Festival
- ❖ Live at Lunch
- ❖ Four on the 4th Dog Jog & Walk
- ❖ ChowDown(town) Food Truck Round-up
- ❖ Old Bellevue's Taste of Main



Update on Broader Livability Effort



Affordable/workforce housing

- ❖ Opening of August Wilson Place – LIHI project
- ❖ Potential multifamily tax exemption (MFTE) program for Downtown and other portions of City



Update on Broader Livability Effort



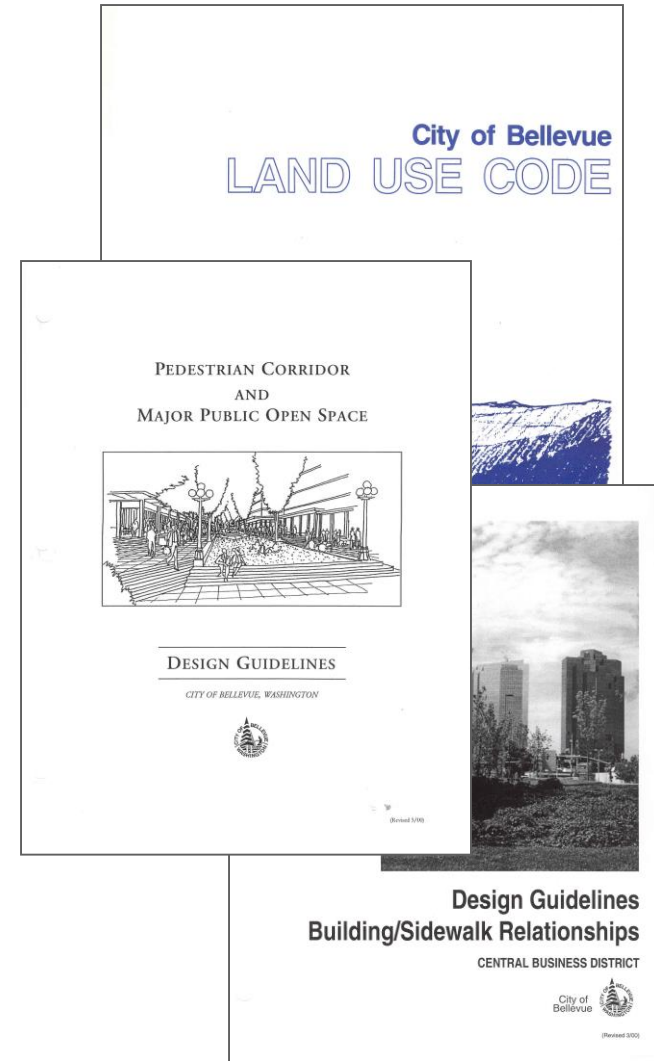
Neighborhood services

- ❖ Additional Downtown grocery store joins 2 flagship groceries
- ❖ Growing mix of retail, restaurants, coffee shops, entertainment, etc.



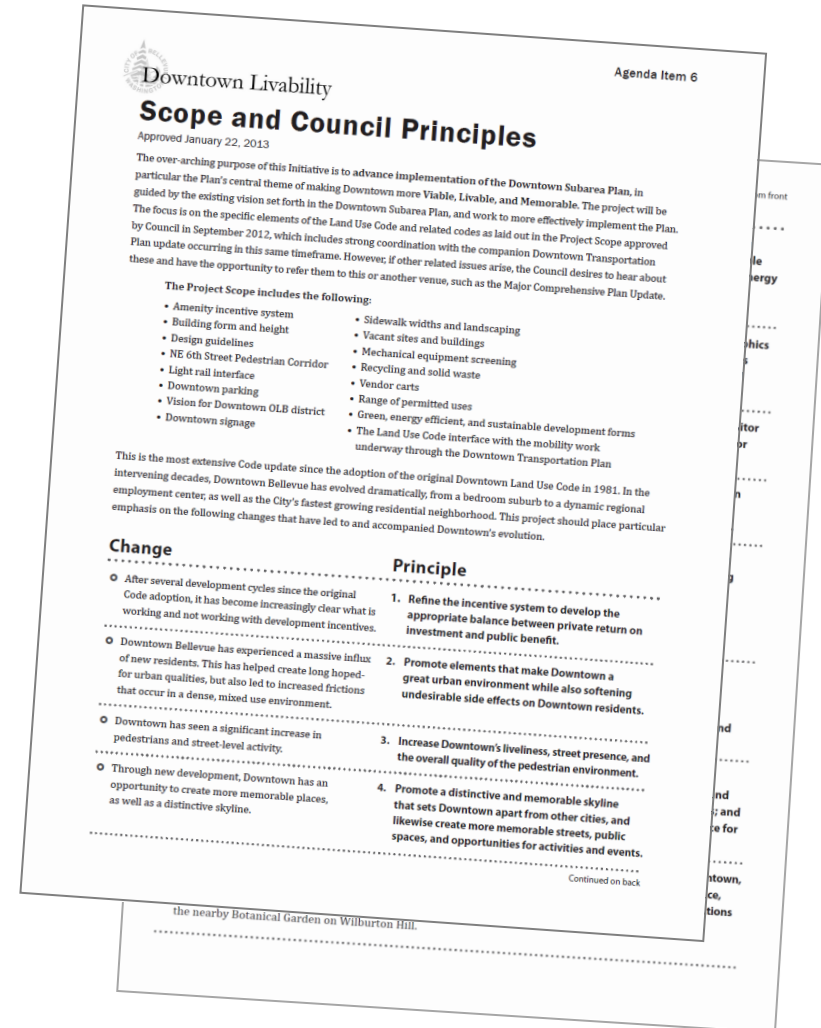
Code Update Fits w/ Broader Effort

- WHY? Opportunity to leverage private investment to achieve best community outcomes and mitigate effects of development
- Targeted review of regulations that guide Downtown development and land use
 - ▣ Much is working well
 - ▣ CAC sought to identify areas where there **was room for improvement or new opportunities**
- Most extensive Downtown Land Use Code update since original 1981 Code put in place
- Incorporates elements from Downtown Transportation Plan Update and implements Downtown Subarea Plan



Council Principles

- Series of 12 principles adopted by Council
- Built upon *What's Changed* along with associated principle



Committee Recommendations

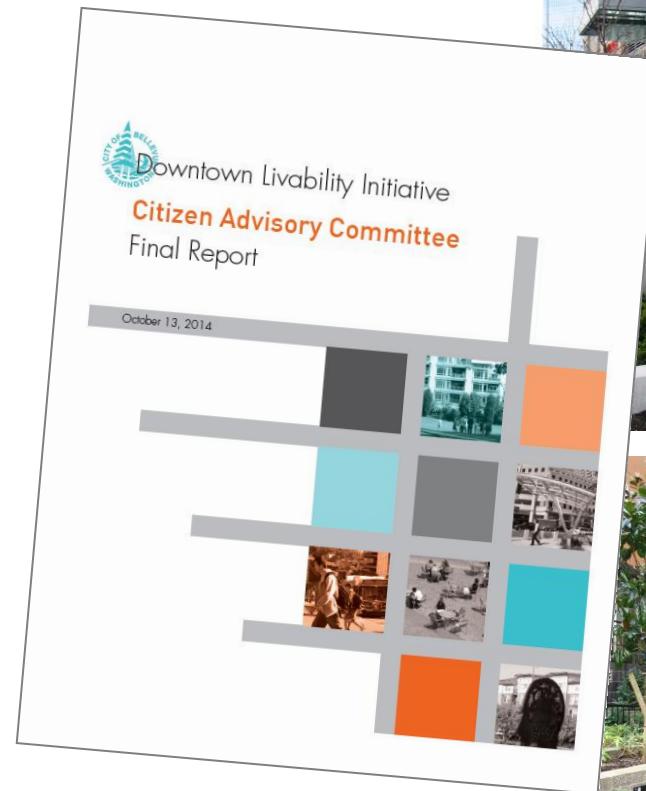
Reviewed with Council on January 20

- ❑ Public Open Space
- ❑ Pedestrian Corridor
- ❑ Design Guidelines
- ❑ Amenity Incentive System
- ❑ Station Area Planning
- ❑ Other Topics

To be covered tonight

- ❑ Building Height & Form
- ❑ Downtown Parking

***CAC provided both “Code”
and “Non-Code” Recommendations***



Recap of January 20 Meeting

Council Discussion/Staff Response

- Ensure clear path to achieving desired results (public sector investment, incentives for the private sector, or a development requirement)
 - ▣ ***Staff response: The refinement and Code development process will clearly articulate how desired results are to be achieved.***
- Building height and form is sensitive issue – provide comparison of existing code provisions versus CAC recommendations
 - ▣ ***Staff response: Staff will show on-going work on project-level comparisons.***
- Council interest in a number of the new amenities suggested by the CAC to potentially incentivize – want to ensure economic analysis and different approaches to retool are done
 - ▣ ***Staff response: Staff set up to accomplish this work.***
- Significant community interest in CAC recommendations
 - ▣ ***Staff response: Robust stakeholder and general public engagement process to occur as the Livability Initiative moves forward – includes community “check-in” on June 11 at City Hall.***

Building Height and Form

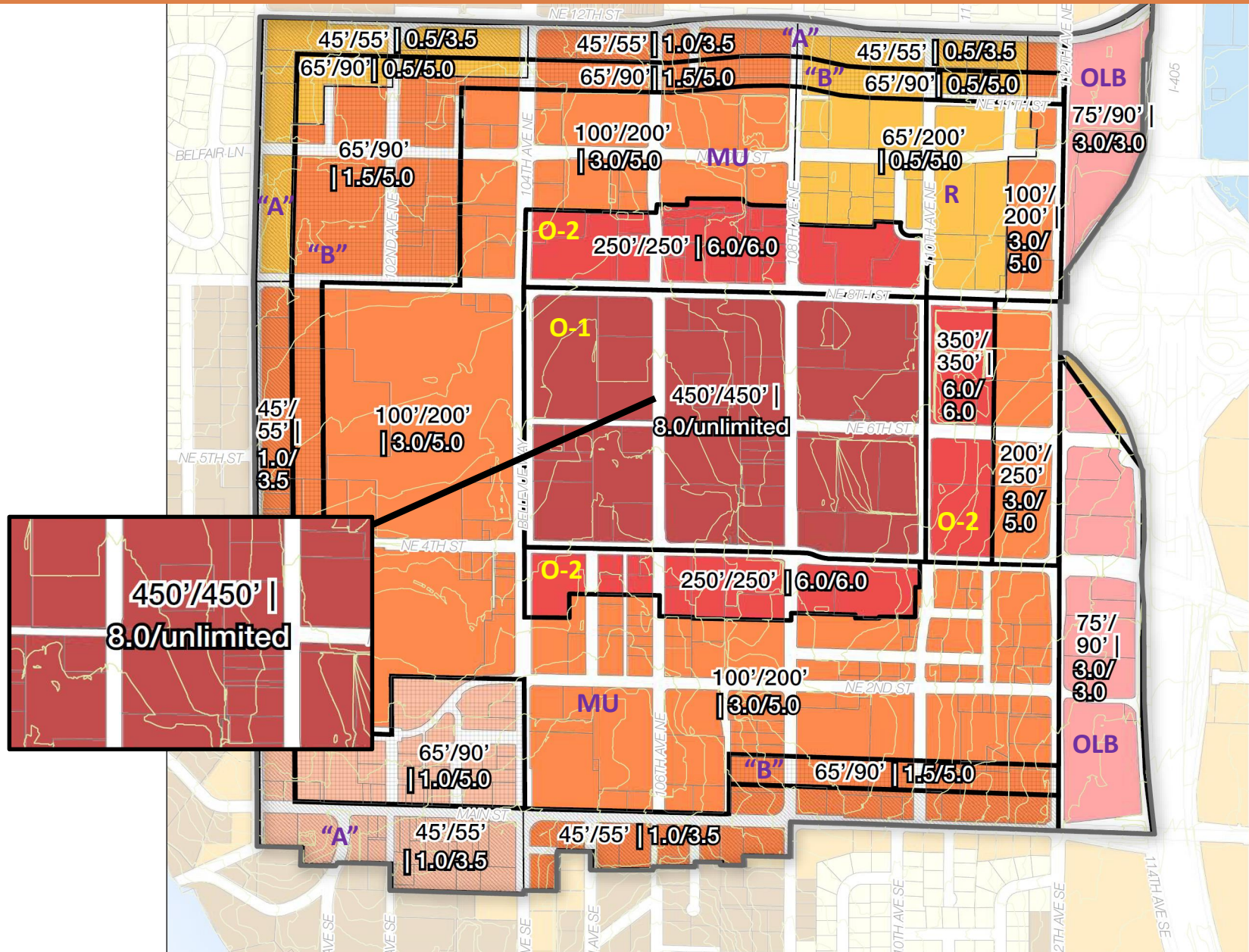
Why Consider More Height or FAR? RELATIONSHIP TO LIVABILITY

- Opportunity to create more distinctive skyline
- Encourage more interesting and memorable architecture
- 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 density to add “lift” to incentive system
- Potential to add density around light rail transit investment

Principles to guide work on potential Building Height and Form changes:

- Would result in a better urban design outcome than status quo.
- Continue to distinguish special market niche played by Downtown.
- Delivers additional amenities that enhance Downtown livability and character.
- Address impacts that may result from the additional height or density (e.g., public views, shadows, tower spacing).
- Continue to provide appropriate transitions between Downtown and adjacent neighborhoods while promoting better linkages.

Existing Height and Density Framework (Nonres/Res)



Where CAC Recommendations Affect FAR

Perimeter “A”: Up to 70’ for residential with no increase in FAR.

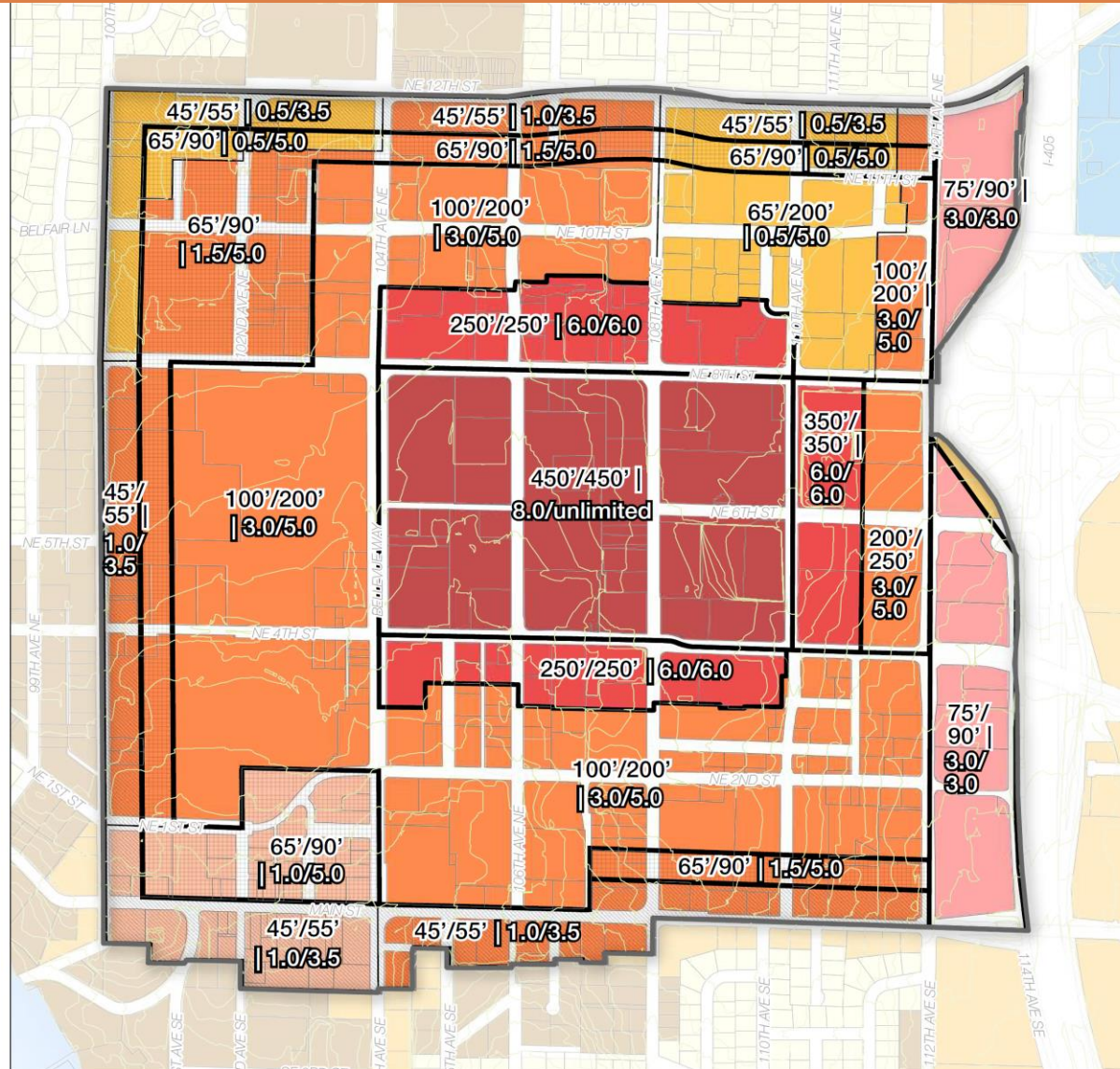
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“Deep B” District: Range of 160-240’ for residential with average tower height of 200’ with no FAR increase.

MU District: Up to 300' for residential buildings and up to 200' for non-residential buildings. Increase nonresidential FAR to 5.0 to equalize with residential.

O-2 District: Up to 300' with no FAR increase.

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Overview of CAC Recommendations

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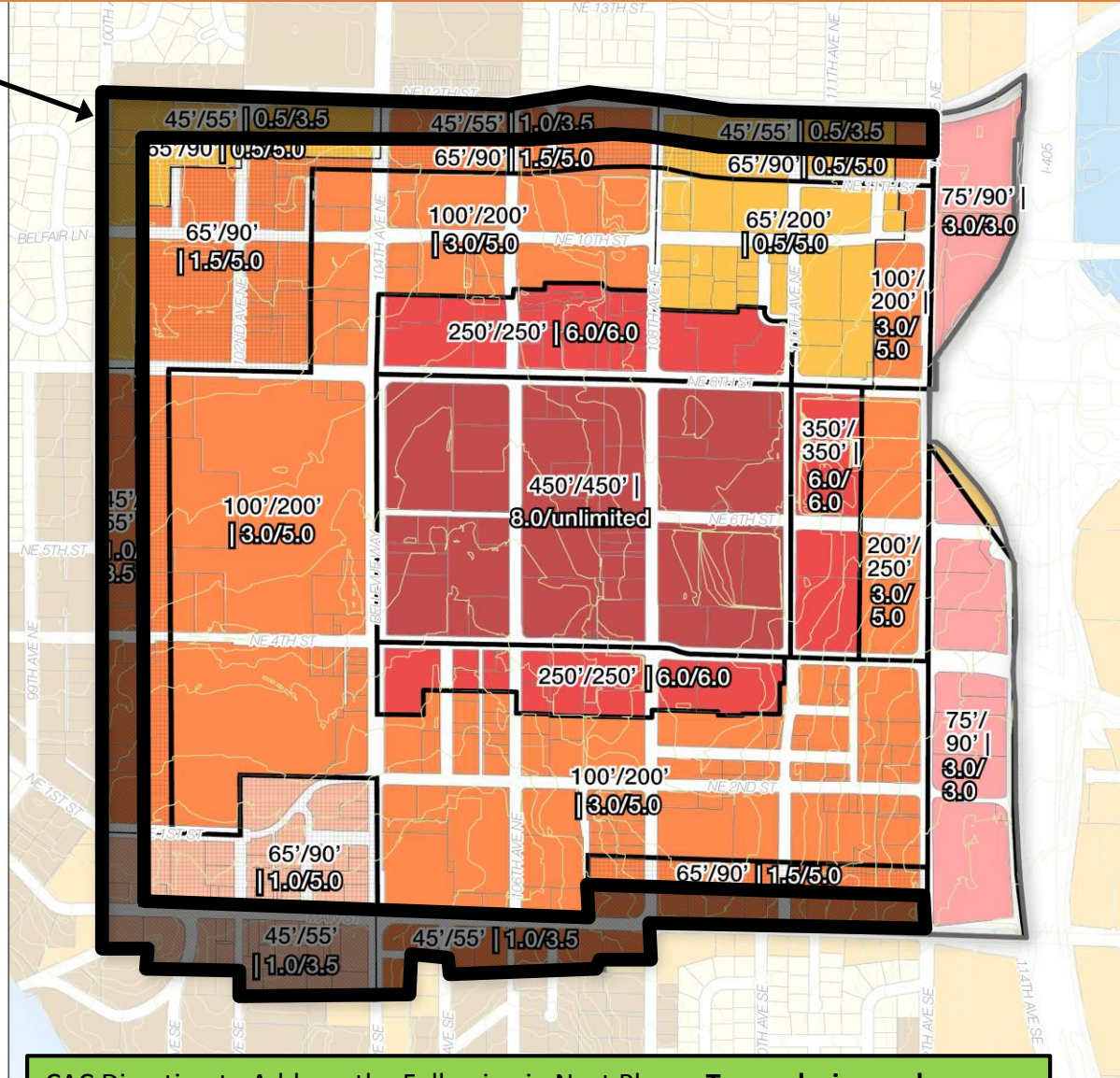
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CAC Direction to Address the Following in Next Phase: Tower design and separation; transition issues; effect of added FAR/height at pedestrian scale and larger scale; and mitigation of any localized traffic impacts.

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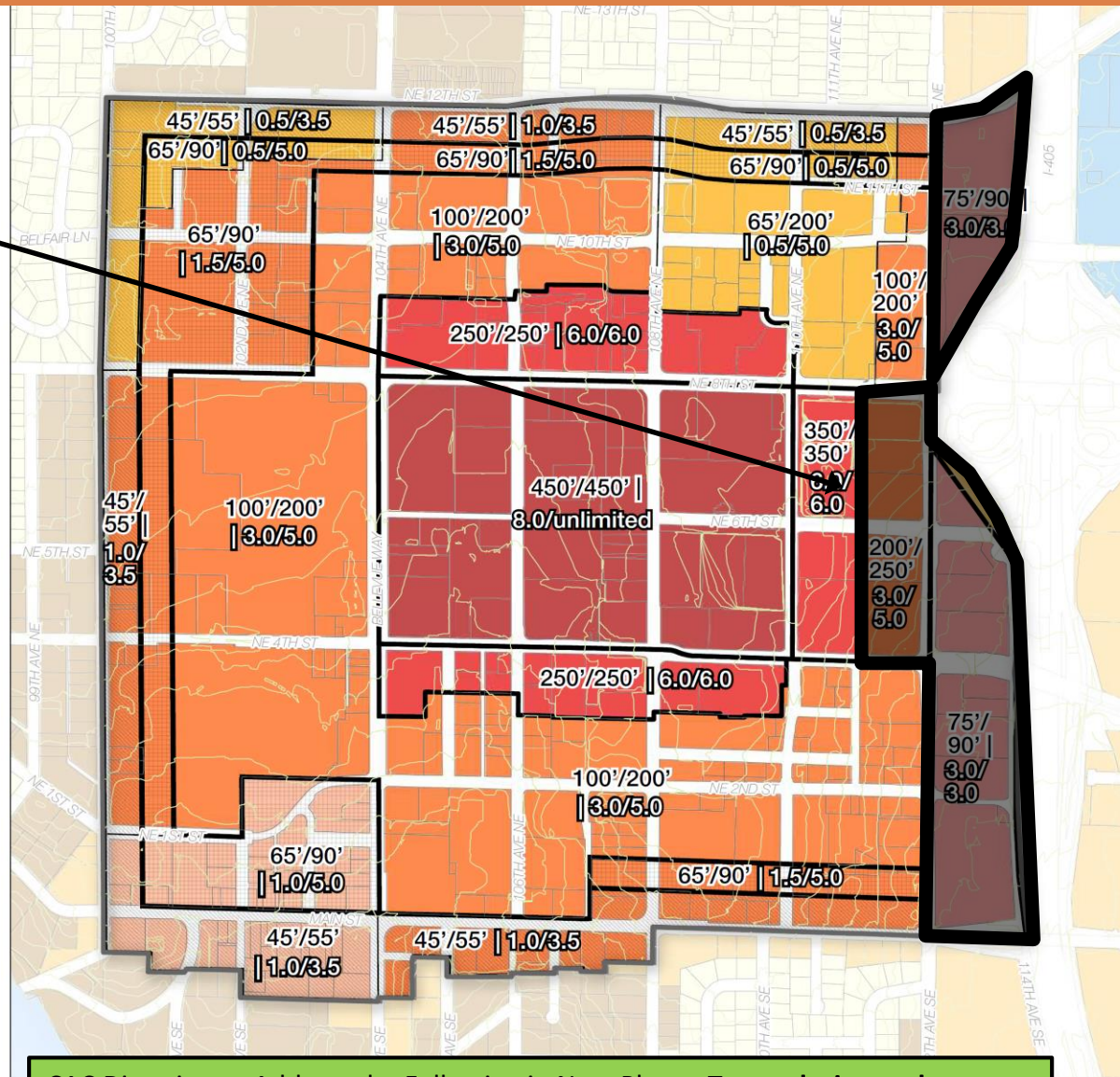
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DT-OLB CAC Recommendation

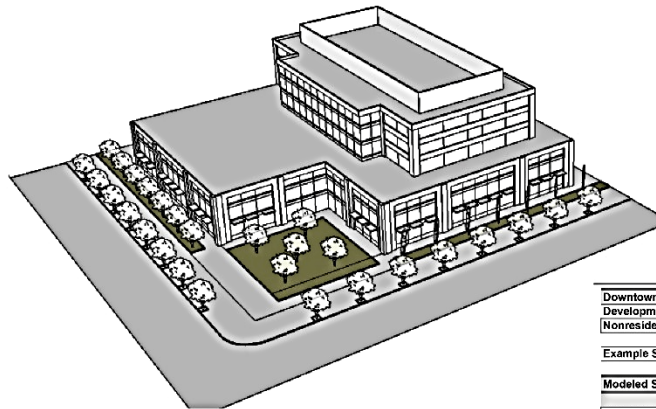
Draft
OLB

Nonresidential

CAC Recommendations

Height and Form

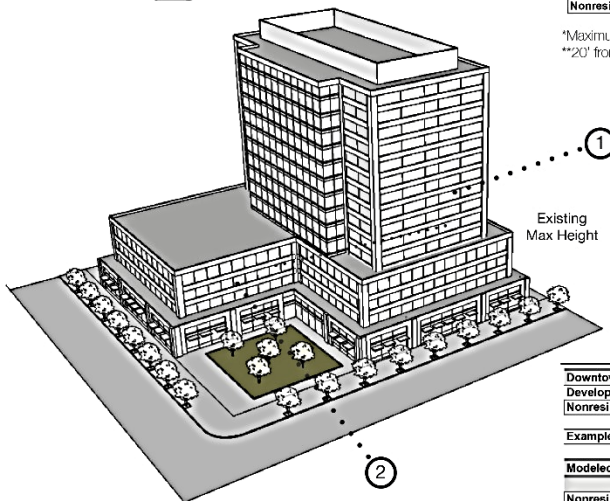
OLB Zoning District (Main Street to NE 4th)
Nonresidential Building



Development per
Existing Code

Downtown OLB		Existing
Development Type	Max Height	Max FAR
Nonresidential	75'	3.0
Example Site (SF)		90,000 (Quarter Super Block)
Modeled Scenario		
		Total FAR
Nonresidential		2.04

*Maximum lot coverage of 60%
**20' front and rear required setbacks



Existing
Max Height

CAC
Recommendation

Downtown OLB		CAC Recommendations
Development Type	Max Height	Max FAR
Nonresidential	200'	5.0
Example Site (SF)		90,000 (Quarter Super Block)
Modeled Scenario		
		Total FAR
Nonresidential		4.65

Downtown Livability Initiative



CAC Recommendations OLB Zoning District

Further consideration of increasing maximum allowable building heights from 75 and 90 feet to 200 feet and increasing floor to area ratio (FAR) from 3.0 to 5.0 in exchange for "exceptional amenities" and better urban design outcomes.

Area of Consideration



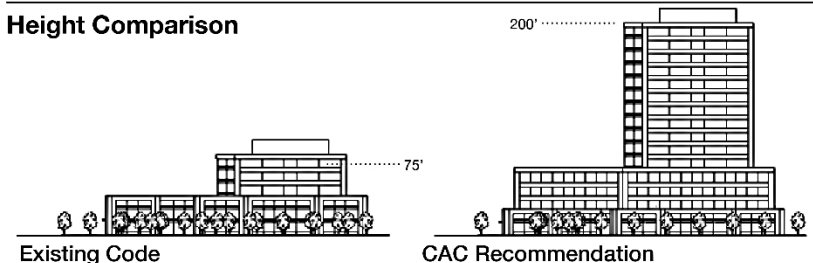
Anticipated Outcomes

- ① Potential to add density around light rail transit investment
- ② Maintain visibility permeability and protect view corridor to Mount Rainier
- ③ **Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- ④ Potential to add lift to incentive system for additional public amenities

Other Related Work

- ➡ Grand Connection vision
- ➡ View analysis into Downtown and to Mount Rainier from City Hall
- ➡ Building design guidelines
- ➡ FAR Amenity Incentive System revisions

Height Comparison



Existing Code

CAC Recommendation

DT-OLB District – Nonresidential Buildings Development per Existing Code

Draft
OLB
Nonresidential

CAC Recommendations Height and Form

OLB Zoning District (Main Street to NE 4th)
Nonresidential Building

Downtown Livability Initiative
Street Level Perspectives



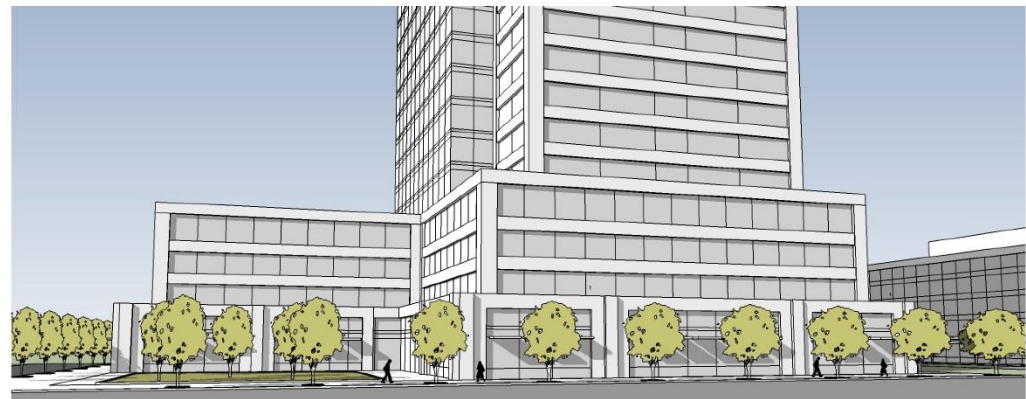
Existing

Draft
OLB
Nonresidential

CAC Recommendations Height and Form

OLB Zoning District (Main Street to NE 4th)
Nonresidential Building

Downtown Livability Initiative
Street Level Perspectives



Recommended

DT-OLB District – Nonresidential Buildings Development per CAC Recommendation

Overview of CAC Recommendations

Perimeter “A”: Up to 70’ for residential with no increase in FAR.

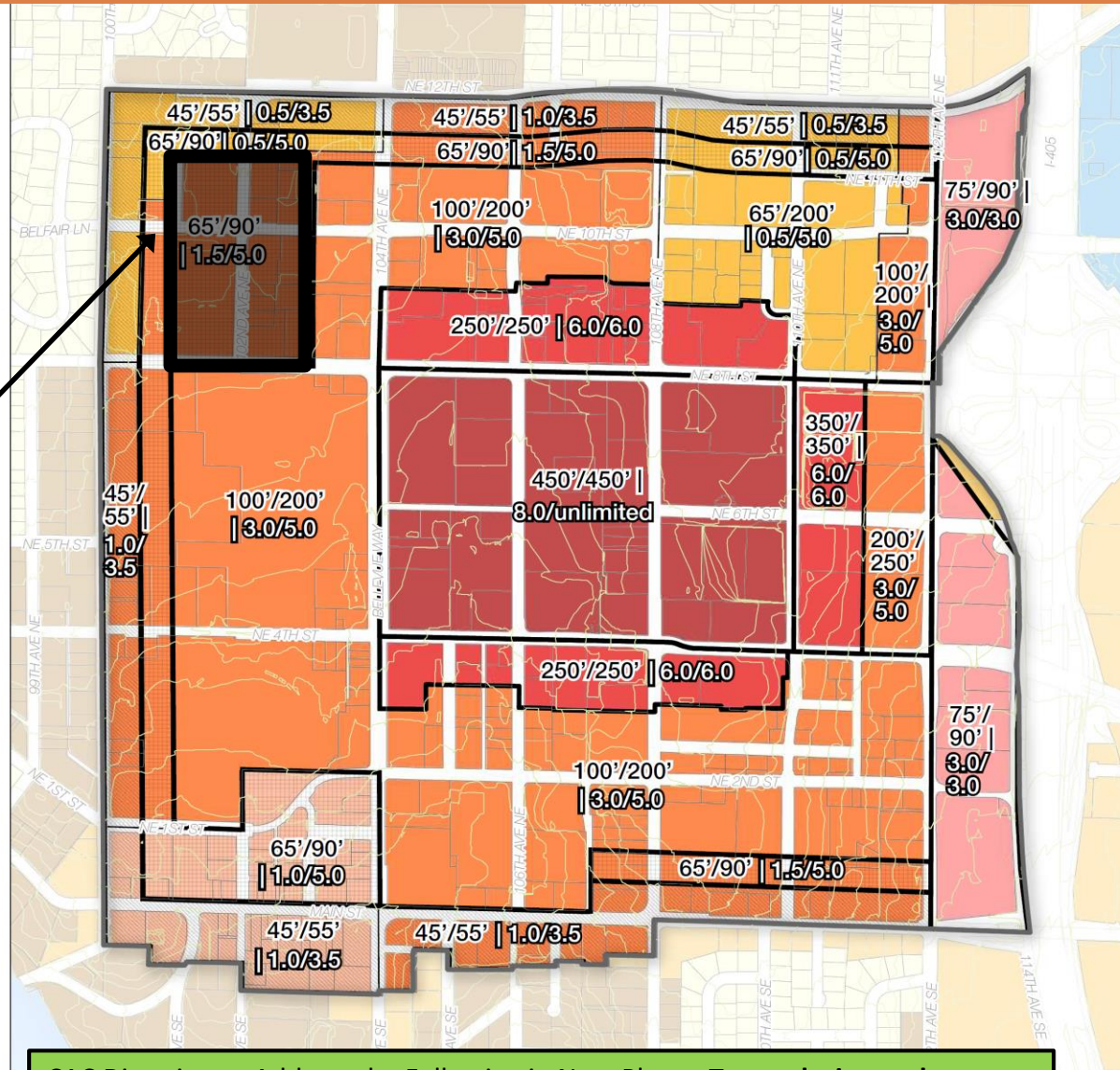
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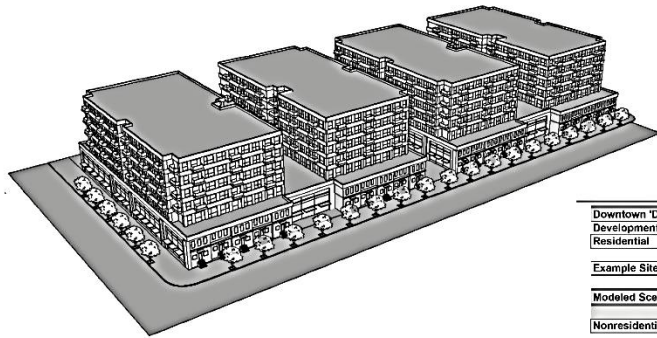
CAC Direction to Address the Following in Next Phase: Tower design and separation; transition issues; effect of added FAR/height at pedestrian scale and larger scale; and mitigation of any localized traffic impacts.

"Deep B" CAC Recommendation

Draft
MU
Residential

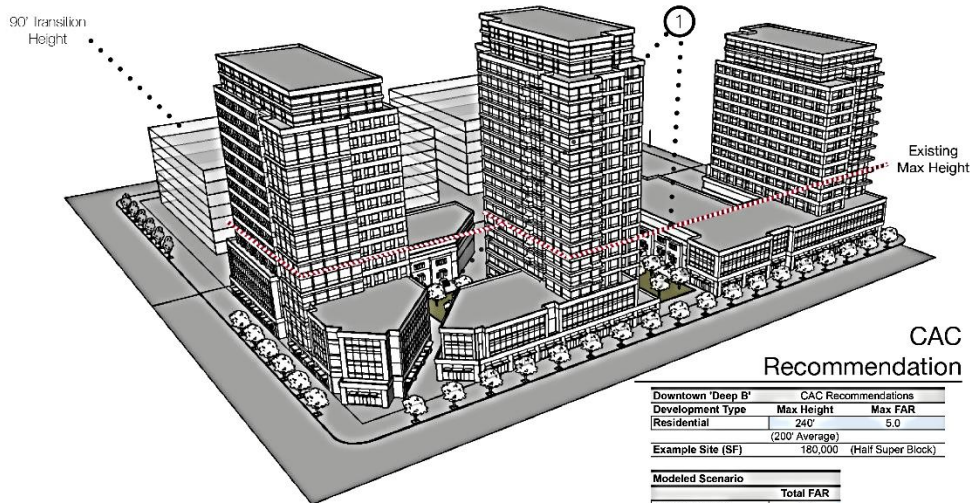
CAC Recommendations Height and Form

MU Zoning District - "Deep B"
Residential Buildings



Development per
Existing Code

Downtown "Deep B"		
Development Type	Existing Max Height	Existing Max FAR
Residential	90'	5.0
Example Site (SF)	180,000	(Half Super Block)
Modeled Scenario		
	Total FAR	
Nonresidential	4.07	



CAC
Recommendation

Downtown "Deep B"		
Development Type	CAC Recommendations Max Height	CAC Recommendations Max FAR
Residential	240'	5.0
Example Site (SF)	(200' Average)	180,000
	(Half Super Block)	
Modeled Scenario		
	Total FAR	
Nonresidential	4.10	

Downtown Livability Initiative



CAC Recommendations MU - "Deep B" Zoning District

Further consideration of increasing maximum allowable residential building height from 90 feet to an average of 200 feet in exchange for "exceptional amenities" and better urban design outcomes. No change recommended to maximum floor area ratio (FAR).

Area of Consideration



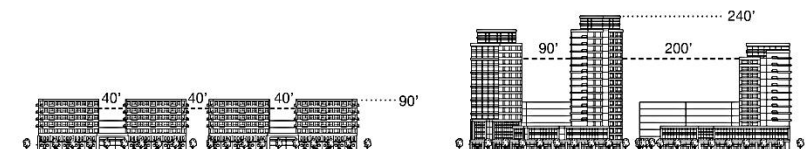
Anticipated Outcomes

- ① Increased opportunities for ground-level open space
- ② Variable building heights and opportunity for "alleys with address"
- ③ Potential for increased tower spacing for light and air
- ④ **Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- ⑤ Potential to add lift to incentive system for additional public amenities

Other Related Work

- ➡ Open space design guidelines
- ➡ Tower spacing requirements
Per examples from Philadelphia & Toronto
Typical minimum spacing between towers is 80 feet. (Appropriate for departure)
- ➡ Building design guidelines
- ➡ FAR Amenity Incentive System revisions

Height Comparison



Existing Code

CAC Recommendation

“Deep B” District – Residential Buildings Development per Existing Code

Draft
MU
Residential

CAC Recommendations
Height and Form
MU Zoning District - “Deep B”
Residential Buildings

Downtown Livability Initiative
Street Level Perspectives



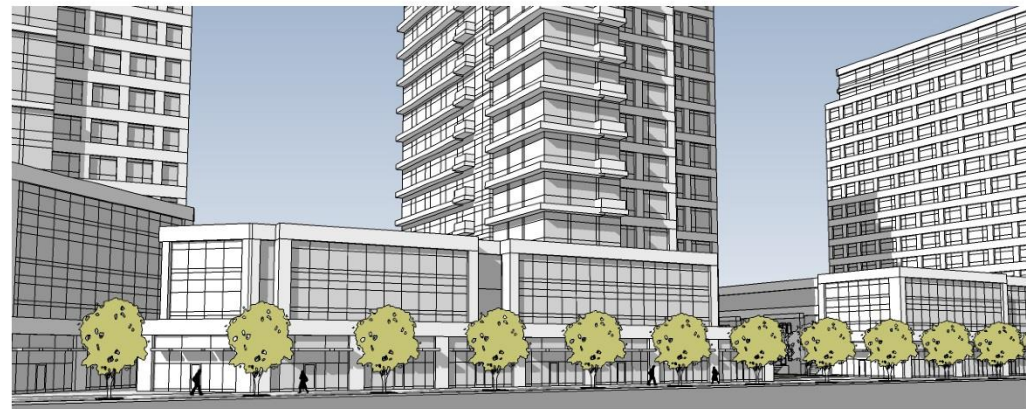
Existing

“Deep B” District – Residential Buildings Development per CAC Recommendation

Draft
MU
Residential

CAC Recommendations
Height and Form
MU Zoning District - “Deep B”
Residential Buildings

Downtown Livability Initiative
Street Level Perspectives



Recommended

Overview of CAC Recommendations

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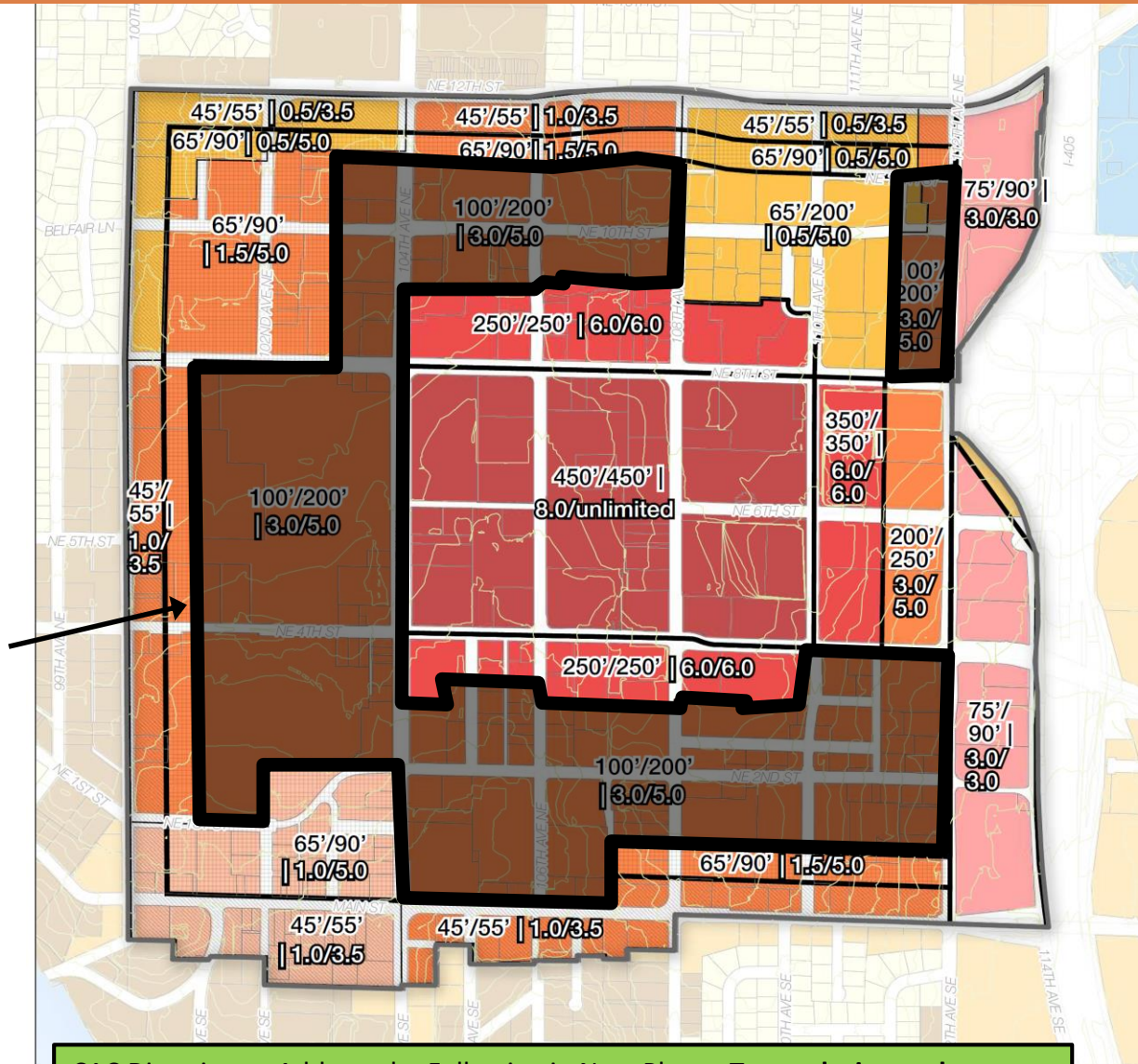
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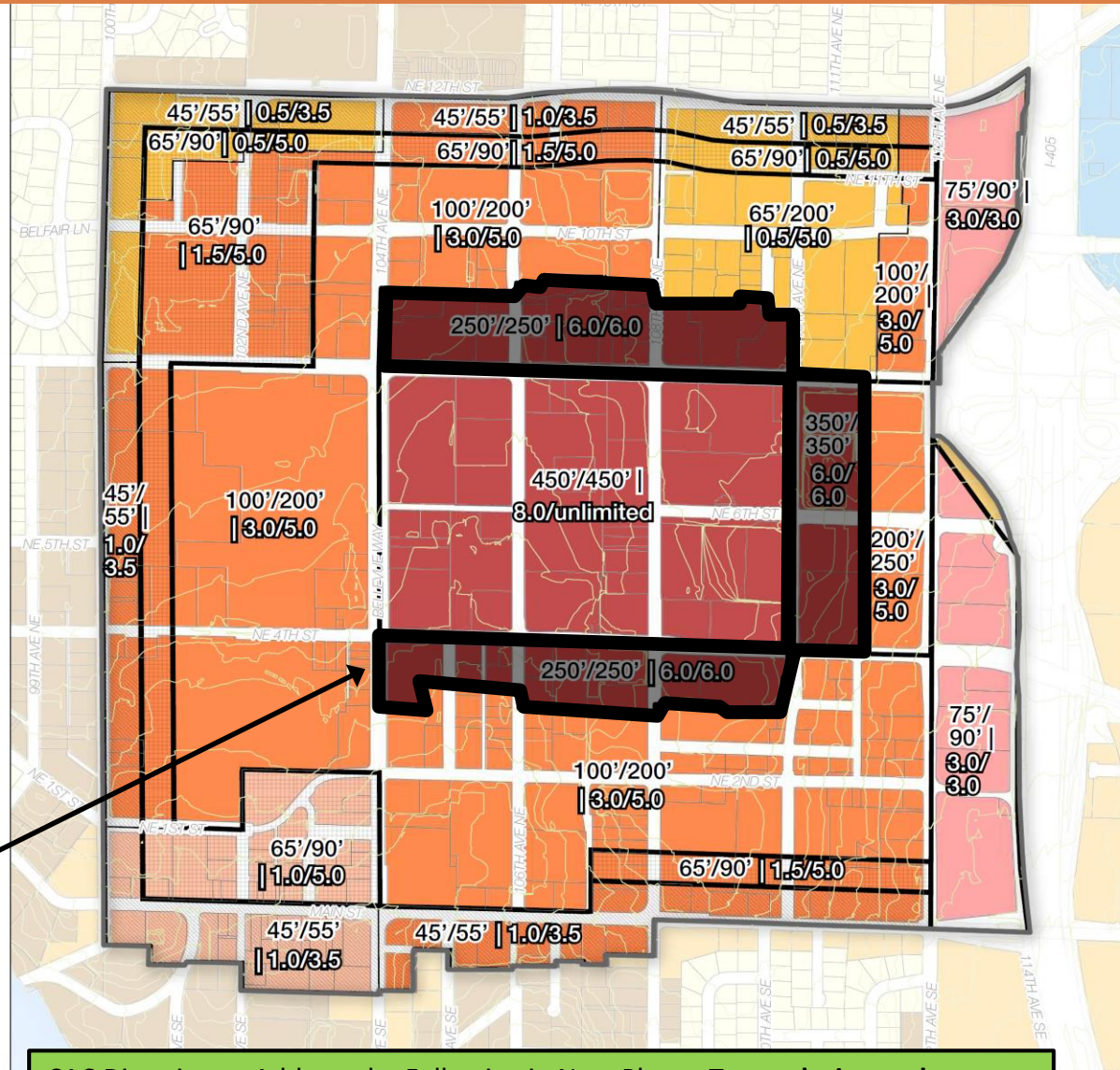
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O-2 CAC Recommendation

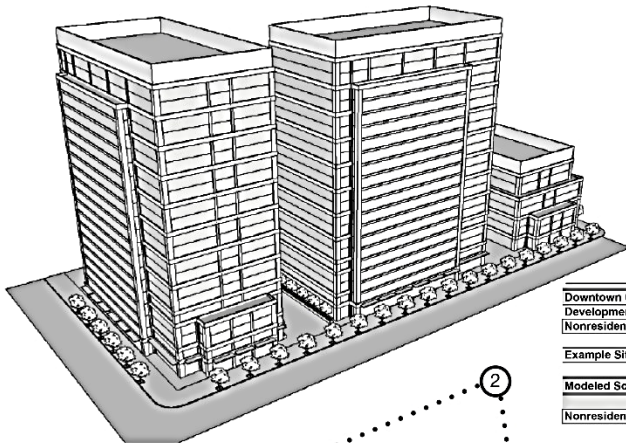
Draft

O-2

Nonresidential

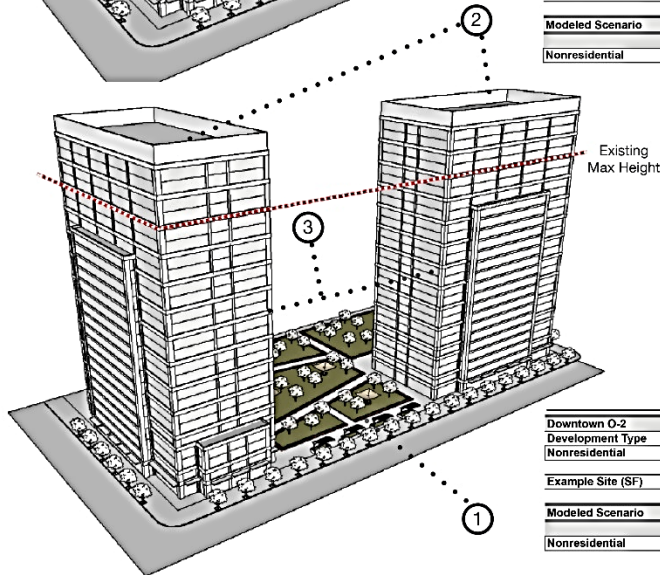
CAC Recommendations Building Height and Form

O-2 Zoning District
Nonresidential Buildings



Development per
Existing Code

Downtown O-2 Existing		
Development Type	Max Height	Max FAR
Nonresidential	250'	6.0
Example Site (SF)	180,000	(Half Super Block)
Modeled Scenario		
Nonresidential	Total FAR	5.99



CAC
Recommendation

Downtown O-2 CAC Recommendations		
Development Type	Max Height	Max FAR
Nonresidential	300'	6.0
Example Site (SF)	180,000	(Half Super Block)
Modeled Scenario		
Nonresidential	Total FAR	6.00

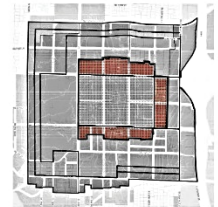
Downtown Livability Initiative



CAC Recommendations O-2 Zoning District

Further consideration of increasing maximum allowable building height from 250 feet to 300 feet in exchange for "exceptional amenities" and better urban design outcomes. No change recommended to maximum floor area ratio (FAR).

Area of Consideration



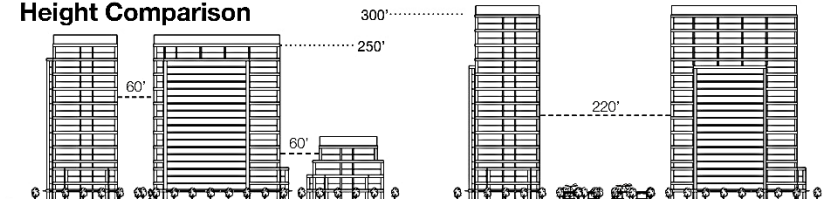
Anticipated Outcomes

- ① Increased opportunities for ground-level open space
- ② Consolidation of massing for fewer towers
- ③ Potential for increased tower spacing for light and air
- ④ **Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- ⑤ Potential to add lift to incentive system for additional public amenities

Other Related Work

- ➡ Open space design guidelines
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Height Comparison



Existing Code

CAC Recommendation

O-2 District – Nonresidential Buildings Development per Existing Code



Existing

O-2 District – Nonresidential Buildings Development per CAC Recommendation



Recommended

Overview of CAC Recommendations

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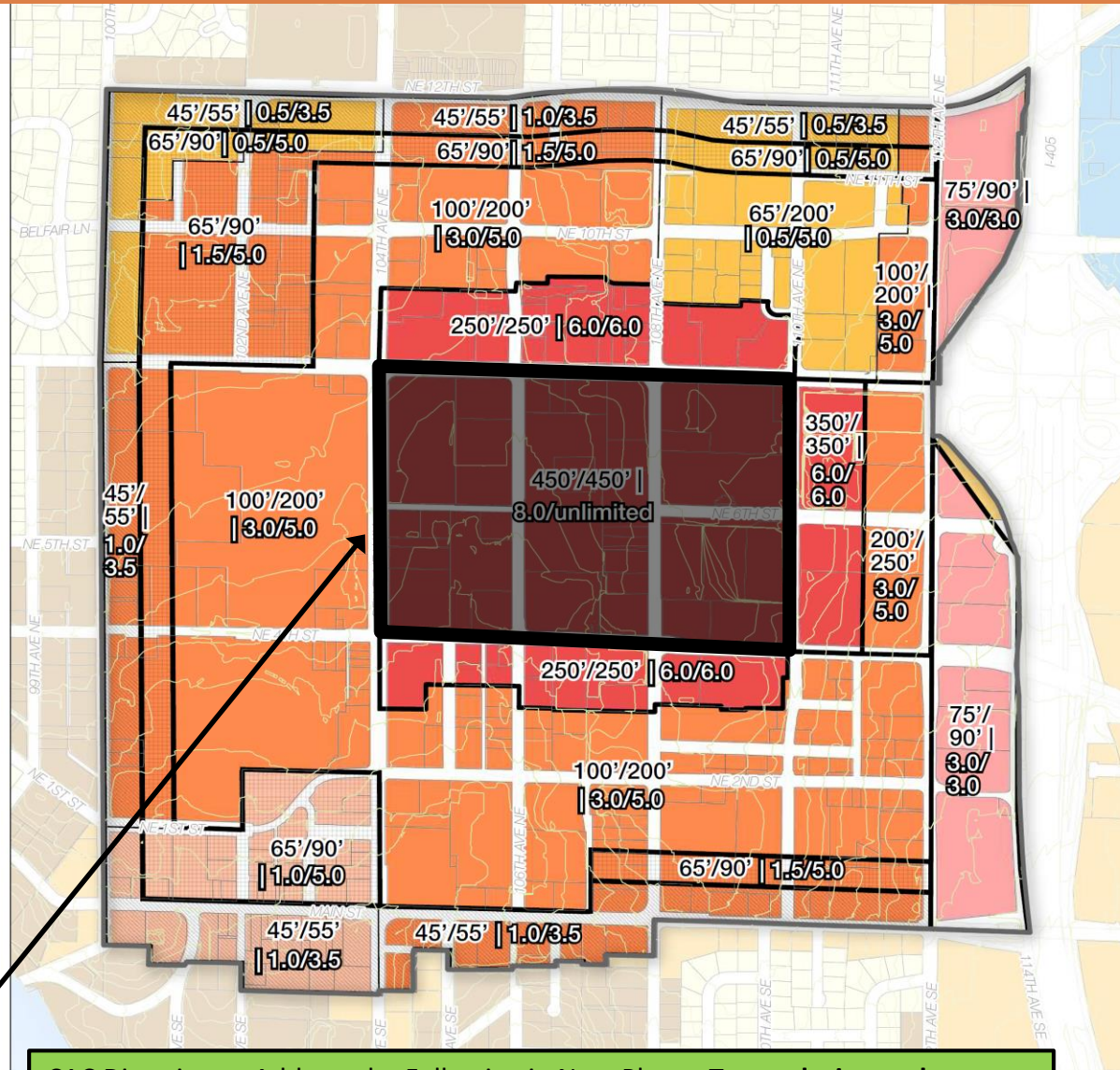
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Downtown Parking

COMMITTEE'S RECOMMENDATIONS

- Conduct a comprehensive parking study to include items such as on-street parking, potential for public garages, and opportunities for coordinated management of the parking supply such as valet or shared use, etc.
- Revisit parking Code to respond to changing needs as East Link light rail nears completion.
- Ensure Old Bellevue parking req's are clear and consistently applied and enforced.

Non-Code

- Explore a potential shared public parking facility for short-term/retail/visitor use to serve the Old Bellevue area.

Old Bellevue Status:

- Some businesses increasing use of valet parking, shared parking, other techniques
- City added 25 new on-street spaces
- Clarify parking exemption for small restaurants and shops
- Increased monitoring of construction parking impacts
- Council direction from April 13, 2015 regarding Downtown Park parking and potential partnerships for parking study for Old Bellevue

Direction Sought From Council

Council Direction Requested	Staff Recommendation	Other Options
1. Is there any portion of the CAC recommendations that Council would table without further development, or refine before forwarding to Commission?	<ul style="list-style-type: none">Develop draft Code amendments on the entire set of CAC Code recommendations, with one refinement. FAR limit would be placed on residential development in the Core that takes advantage of increased height, commensurate with what is likely to be achieved today under the current height ceiling.	<ol style="list-style-type: none">Develop code recommendations on the entire set of CAC recommendations without staff's suggested refinement.Develop code recommendations on portions of CAC recommendations as identified by Council.

Direction Sought From Council

Council Direction Requested	Staff Recommendation	Other Options
2. Is there any portion of the CAC recommendations that the Council would reserve for its own work and not forward to the Commission?	<ul style="list-style-type: none">• Forward the full set of CAC “code-related” recommendations to the Planning Commission.	<ul style="list-style-type: none">a. During the Bel-Red code development process, Council reserved the incentive system for their review and development, and may choose to do the same for the Downtown incentive system.b. Other direction as identified by Council.

Direction Sought From Council

Council Direction Requested	Staff Recommendation	Other Options
3. Is the Council ready to forward the CAC Code recommendations to the Planning Commission and staff, in order to develop a recommended package of Land Use Code Amendments?	<ul style="list-style-type: none">• Forward the CAC's Code recommendations to the Planning Commission and staff, with direction to develop a package of recommended Land Use Code amendments consistent with the Council's principles and further guidance set forth under question 4. The Commission would solicit input from other boards and commissions as appropriate.	<ul style="list-style-type: none">a. Take additional time and solicit additional information prior to a decision on forwarding the CAC recommendations.

Direction Sought From Council

Council Direction Requested	Staff Recommendation	Other Options
<p>4. Is there additional guidance the Council chooses to provide the Planning Commission and staff as they proceed with development of Code amendments?</p>	<p>In addition to Council's project principles:</p> <ul style="list-style-type: none"> - Code amendments providing for greater height and/or FAR must result in better urban design outcomes (e.g. open space, views, and amenities). - Code amendments to the amenity incentive system should make it more effective in achieving today's livability outcomes. - Code amendments must include mitigation for potential undesirable impacts of changes. - Major additional stakeholder/citizen engagement must accompany the development of recommended Code amendments. 	<ul style="list-style-type: none"> a. Provide no additional guidance beyond the principles adopted at the onset of the project. b. Provides additional guidance in addition to or other than that recommended by staff.

Key Milestones

Apr 22	Planning Commission walking tour
Jun 11	“Community Check-in”
Jun-Jul	Begin Planning Commission work
Sept-Nov	Continue Commission work
Nov 2015	SEPA determination published
Winter 2015	Public event, on-line open house, public hearing
Spring 2016	Target Planning Commission finalize recommendations
Spring 2016	Council consideration for adoption

More Info / Project Manager Contacts

- Visit: www.bellevuewa.gov/downtown-livability.htm
- Contact: Emil King (eking@bellevuewa.gov, 425-452-7223);
Patti Wilma (pwilma@bellevuewa.gov, 425-452-4114)





Perimeter "A" CAC Recommendation

Draft

A
Perimeter
Nonresidential

CAC Recommendations Height and Form

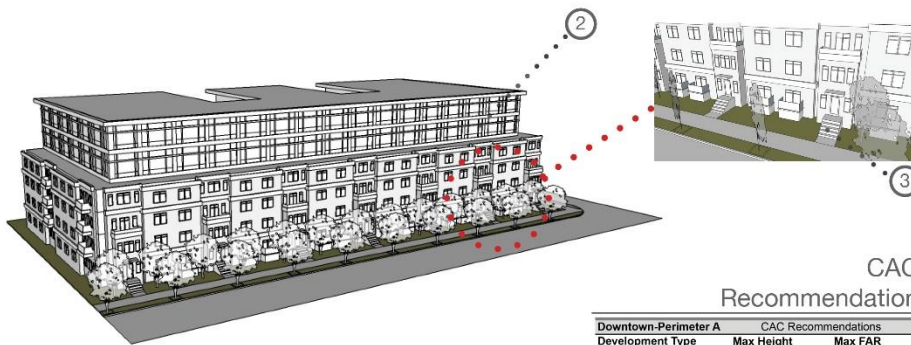
Perimeter "A"
Residential Building



Development per
Existing Code

Downtown-Perimeter A		Existing
Development Type	Max Height	Max FAR
Residential	55'	3.5
Example Site (SF)		53,000
Modeled Scenario		Total FAR
Nonresidential		2.61

* 20' required landscape buffer



CAC
Recommendation

Downtown-Perimeter A		CAC Recommendations
Development Type	Max Height	Max FAR
Nonresidential	70'	3.5
Example Site (SF)		53,000
Modeled Scenario		Total FAR
Nonresidential		3.18

Downtown Livability Initiative



CAC Recommendations Perimeter "A" Zoning District

Further consideration of increasing maximum allowable building heights from 55 feet to 70 feet in exchange for "exceptional amenities" and better urban design outcomes. No change recommended to maximum floor area ratio (FAR).

Area of Consideration



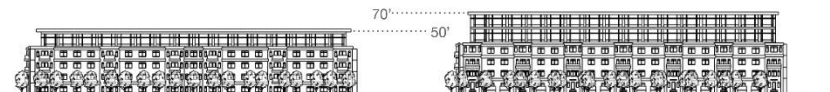
Anticipated Outcomes

- 1 Ability for project to better maximize total FAR potential
- 2 Enhanced opportunities for street level activation - residential entries, porches, stoops, commercial space
- 3 Improved modulation and building massing proportions
- 4 Potential to add lift to incentive system for additional public amenities

Other Related Work

- Open space design guide-
- Improvements and modifications to 20' buffer requirements
- Building design guidelines
- FAR Amenity Incentive System revisions

Height Comparison



Existing Code

CAC Recommendation

Perimeter “A” – Residential Buildings Development per Existing Code

Perimeter “A” – Residential Buildings Development per CAC Recommendation

Draft
A
Perimeter
Recommendation

CAC Recommendations Height and Form

Perimeter “A”
Residential Building

Downtown Livability Initiative
Street Level Perspectives



Existing

Draft
A
Perimeter
Recommendation

CAC Recommendations Height and Form

Perimeter “A”
Residential Building

Downtown Livability Initiative
Street Level Perspectives



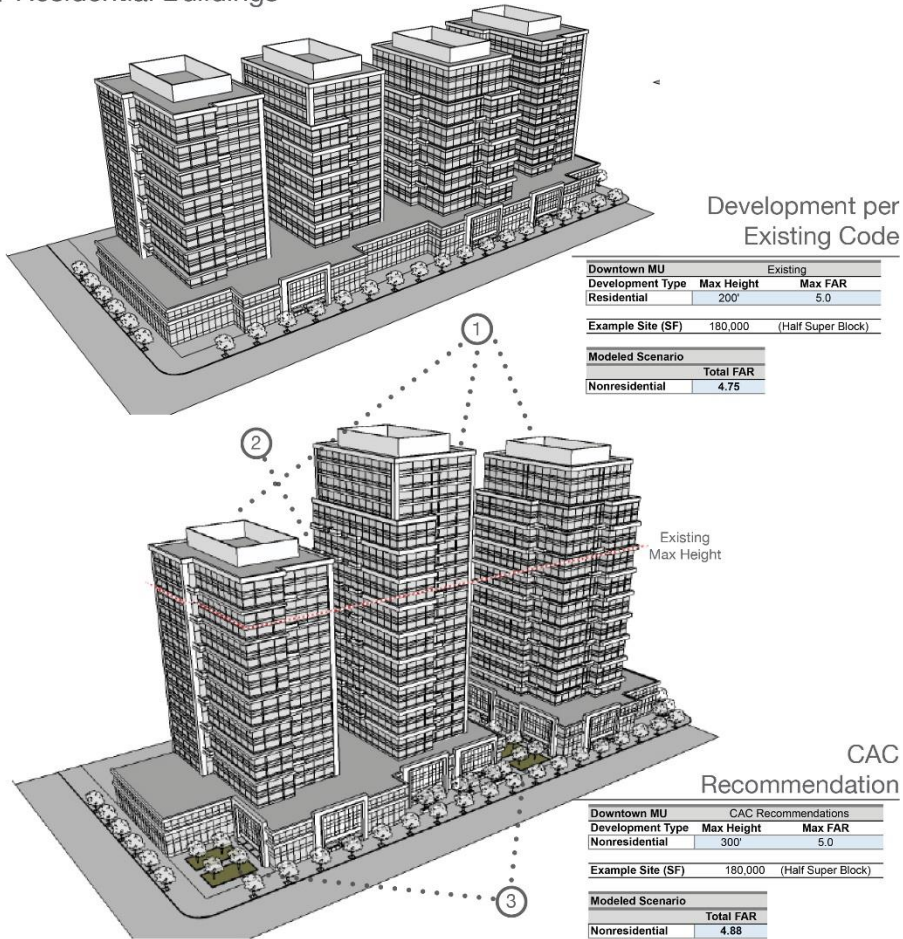
Recommended

MU CAC Recommendation

Draft
MU
Plan: 10.1.14

CAC Recommendations Height and Form

MU Zoning District
Residential Buildings



Downtown Livability Initiative



CAC Recommendations

Further consideration of increasing maximum allowable nonresidential building height from 100 feet to 200 feet and maximum allowable floor area ratio (FAR) from 3.0 to 5.0 in exchange for "exceptional amenities" and better urban design outcomes. Also, further consideration of increasing maximum allowable residential building height from 200 feet to 300 feet with no FAR increase.

Area of Consideration



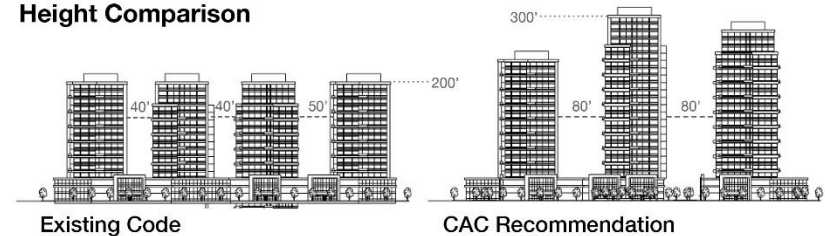
Anticipated Outcomes

- Increased opportunities for ground-level open space
- Consolidation of massing for fewer towers
- Potential for increased tower spacing for light and air
- Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- Potential to add lift to incentive system for additional public amenities

Other Related Work

- Open space design guidelines
- Tower spacing requirements
Per examples from Philadelphia & Toronto
Typical minimum spacing between towers is 80 feet. (Appropriate for departure)
- Building design guidelines
- FAR Amenity Incentive System revisions

Height Comparison



MU District – Residential Buildings Development per Existing Code

Draft
MU
Page 24 of 31

CAC Recommendations
Height and Form
MU Zoning District
Residential Buildings

Downtown Livability Initiative
Street Level Perspectives



Existing

Draft
MU
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MU Zoning District
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Downtown Livability Initiative
Street Level Perspectives



Recommended

MU District – Residential Buildings Development per CAC Recommendation

MU CAC Recommendations

Draft
MU
Nonresidential

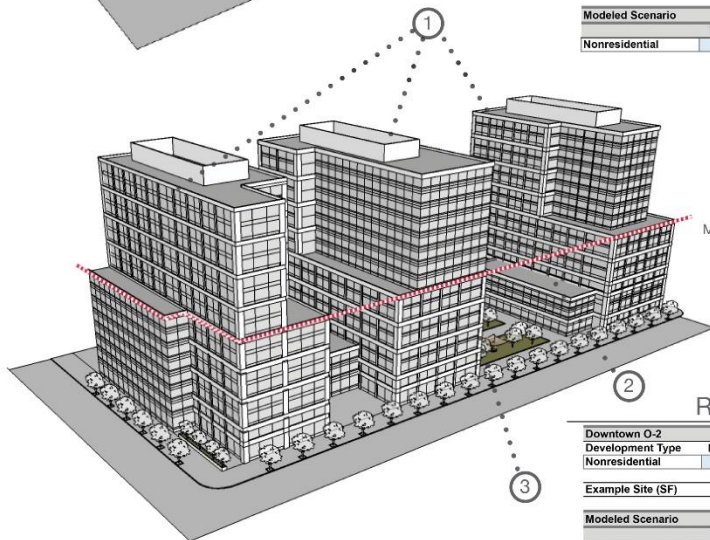
CAC Recommendations Height and Form

MU Zoning District
Nonresidential Buildings



Development per
Existing Code

Downtown MU		Existing
Development Type	Max Height	Max FAR
Nonresidential	100'	3.0
Example Site (SF)	180,000	(Half Super Block)
Modeled Scenario		
Nonresidential	Total FAR	3.00



CAC
Recommendation

Downtown O-2		CAC Recommendations
Development Type	Max Height	Max FAR
Nonresidential	200'	5.0
Example Site (SF)	180,000	(Half Super Block)
Modeled Scenario		
Nonresidential	Total FAR	4.73

Downtown Livability Initiative



CAC Recommendations MU Zoning District

Further consideration of increasing maximum allowable nonresidential building height from 100 feet to 200 feet and maximum allowable floor area ratio (FAR) from 3.0 to 5.0 in exchange for "exceptional amenities" and better urban design outcomes. Also, further consideration of increasing maximum allowable residential building height from 200 feet to 300 feet with no FAR increase.

Area of Consideration



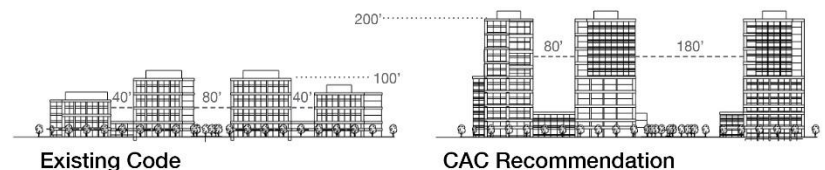
Anticipated Outcomes

- Increased opportunities for ground-level open space
- Consolidation of massing for fewer towers
- Potential for increased tower spacing for light and air
- Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- Potential to add lift to incentive system for additional public amenities

Other Related Work

- Open space design guidelines
- Tower spacing requirements
Per examples from Philadelphia & Toronto
Typical minimum spacing between towers is 80 feet. (Appropriate for departure)
- Building design guidelines
- FAR Amenity Incentive System revisions

Height Comparison

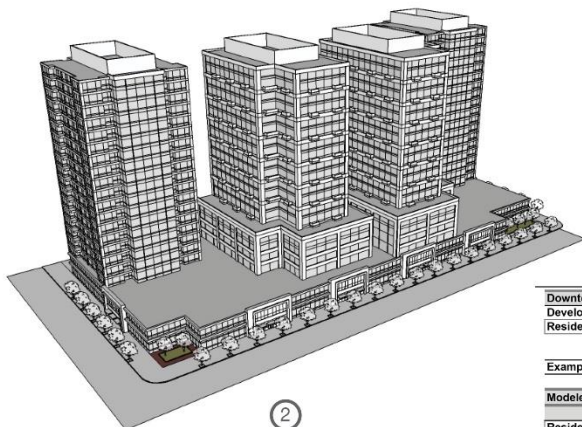


O-2 CAC Recommendation

Draft
O-2
Residential

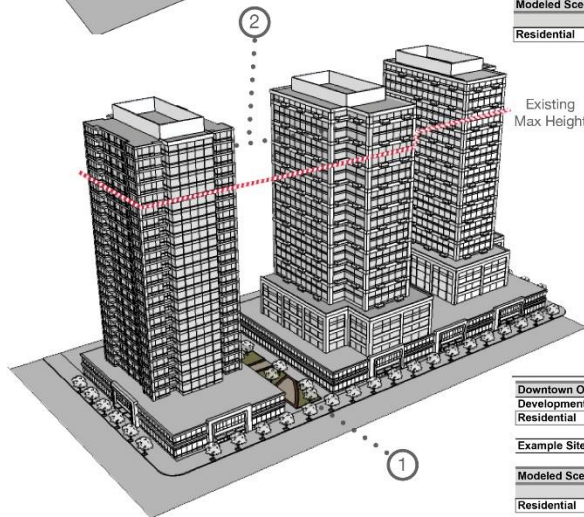
CAC Recommendations Building Height and Form

O-2 Zoning District
Residential Buildings



Development per
Existing Code

Downtown O-2		Existing
Development Type	Max Height	Max FAR
Residential	250'	6.0
Example Site (SF)		
		180,000 (Half Super Block)
Modeled Scenario		Total FAR
Residential		5.89



CAC
Recommendation

Downtown O-2		CAC Recommendations
Development Type	Max Height	Max FAR
Residential	300'	6.0
Example Site (SF)		
		180,000 (Half Super Block)
Modeled Scenario		Total FAR
Residential		6.00

Downtown Livability Initiative



CAC Recommendations O-2 Zoning District

Further consideration of increasing maximum allowable building height from 250 feet to 300 feet in exchange for "exceptional amenities" and better urban design outcomes. No change recommended to maximum floor area ratio (FAR).

Area of Consideration



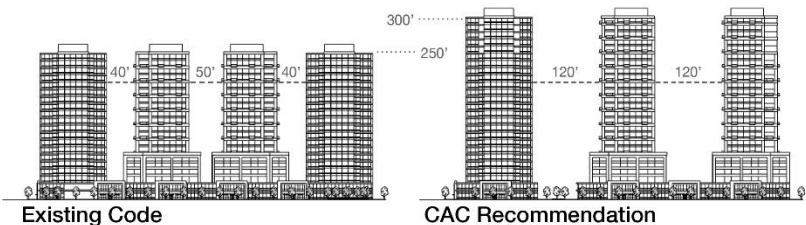
Anticipated Outcomes

- 1 Increased opportunities for ground-level open space
- 2 Consolidation of massing for fewer towers
- 3 Potential for increased tower spacing for light and air
- 4 **Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- 5 Potential to add lift to incentive system for additional public amenities

Other Related Work

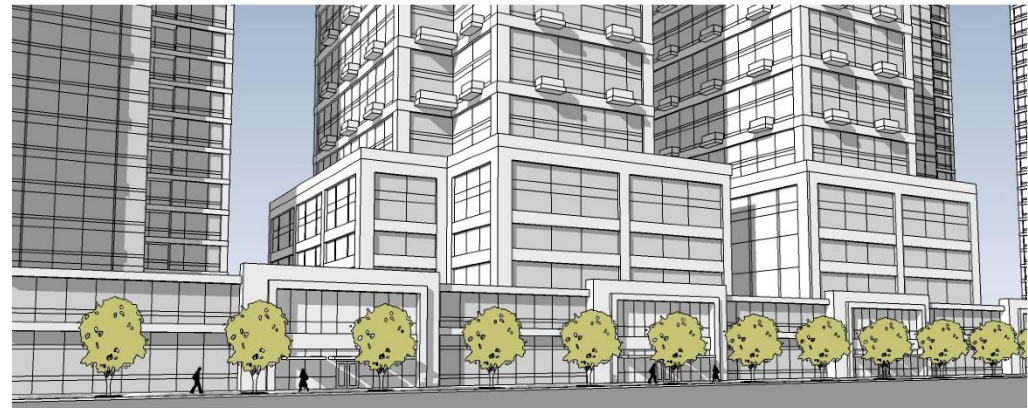
- ➔ Open space design guidelines
- ➔ Tower spacing requirements
Per examples from Philadelphia & Toronto
Typical minimum spacing between towers is 80 feet. (Appropriate for departure)
- ➔ Building design guidelines
- ➔ FAR Amenity Incentive System revisions

Height Comparison





O-2 District – Residential Buildings Development per Existing Code



Existing



O-2 District – Residential Buildings Development per CAC Recommendation



Recommended

**O-2 District -
Residential**
Development per
Existing Code

Draft
O-2
Residential

CAC Recommendations
Building Height and Form
O-2 Zoning District
Residential Buildings

Downtown Livability Initiative
Street Level Perspectives

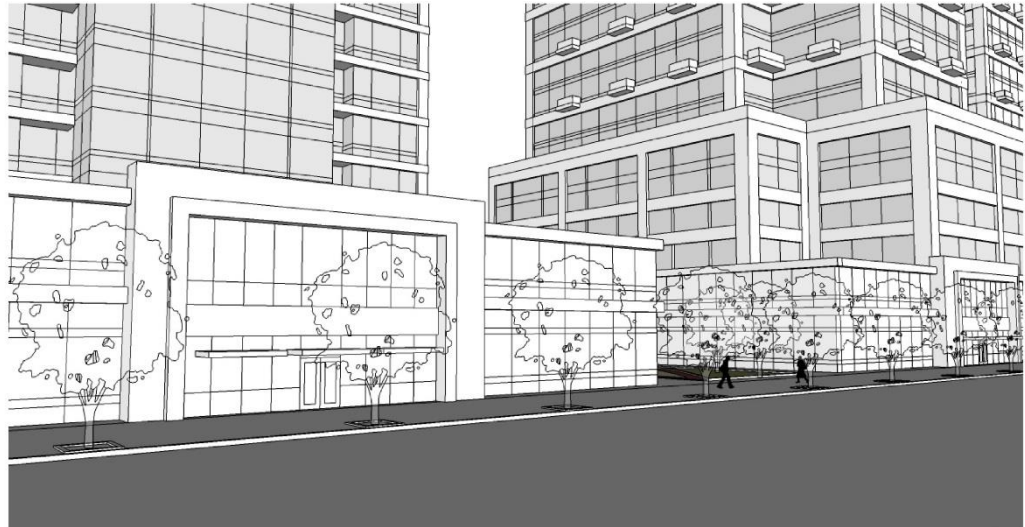


Existing

Draft
O-2
Residential

CAC Recommendations
Building Height and Form
O-2 Zoning District
Residential Buildings

Downtown Livability Initiative
Street Level Perspectives



Recommended

**O-2 District -
Residential**
Development per CAC
Recommendation

O-1 CAC Recommendation

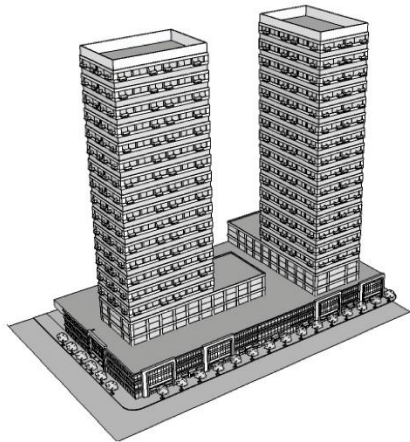
Draft

O-1

Residential

CAC Recommendations Height and Form

O-1 Zoning District
Residential Buildings



Development per
Existing Code

Downtown O-1		Existing
Development Type	Max Height	Max FAR
Residential	450'	Unlimited
Example Site (SF)	149,000	
Modeled Scenario		
	Total FAR	
Residential	7.46	



CAC
Recommendation

Downtown O-1 CAC Recommendations		
Development Type	Max Height	Max FAR
Residential	600'	8.0
Example Site (SF)	149,000	
Modeled Scenario		
	Total FAR	
Residential	7.49	

Downtown Livability Initiative



CAC Recommendations O-1 Zoning District

Further consideration of increasing maximum allowable building height from 450 feet to 600 feet in exchange for "exceptional amenities" and better urban design outcomes. No change recommended to maximum floor area ratio (FAR).

Area of Consideration



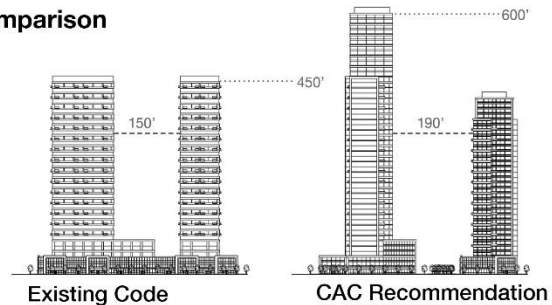
Anticipated Outcomes

- Increased opportunities for ground-level open space
- Potential for increased tower spacing for light and air
- Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- Potential to add lift to incentive system for additional public amenities

Other Related Work

- Open space design guidelines
- Tower spacing requirements
Per examples from Philadelphia & Toronto
Typical minimum spacing between towers is 80 feet. (Appropriate for departure)
- Building design guidelines
- FAR Amenity Incentive System revisions

Height Comparison



O-1 District – Residential Buildings Development per Existing Code

Draft
O-1
Discussion

CAC Recommendations
Height and Form
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Residential Buildings

Downtown Livability Initiative
Street Level Perspectives

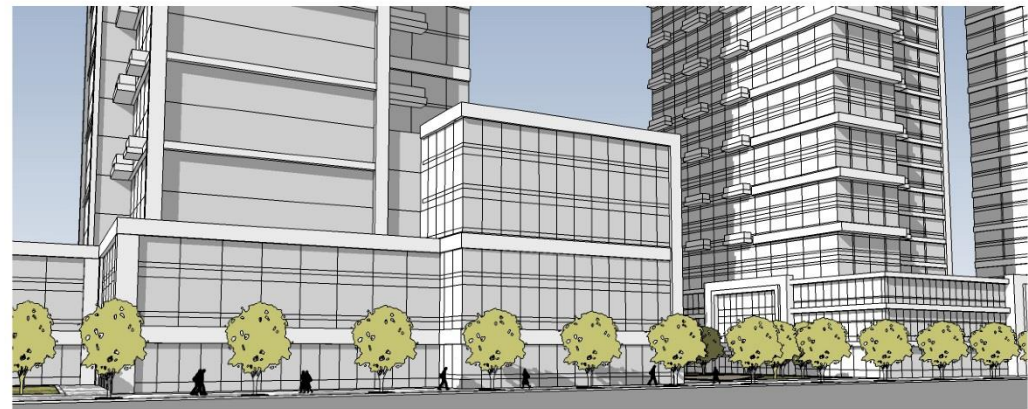


Existing

Draft
O-1
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Street Level Perspectives



Recommended

O-1 District – Residential Buildings Development per CAC Recommendation

O-1 CAC Recommendation

Draft
O-1

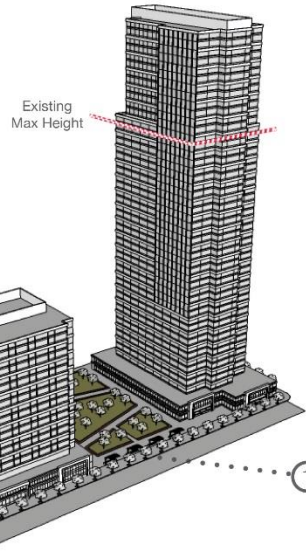
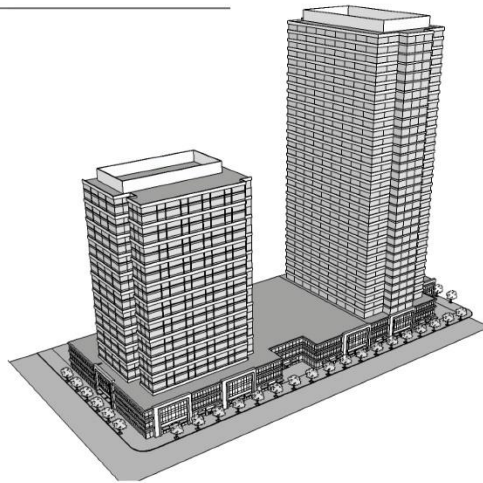
Nonresidential

CAC Recommendations Height and Form

O-1 Zoning District
Nonresidential Buildings

Development per
Existing Code

Downtown O-1		Existing
Development Type	Max Height	Max FAR
Nonresidential	450'	8.0
Example Site (SF)	180,000 (Half Super Block)	
Modeled Scenario		
	Total FAR	
Nonresidential	7.88	



CAC
Recommendation

Downtown O-1		CAC Recommendations
Development Type	Max Height	Max FAR
Nonresidential	600'	8.0
Example Site (SF)	180,000 (Half Super Block)	
Modeled Scenario		
	Total FAR	
Nonresidential	7.95	

Downtown Livability Initiative



CAC Recommendations O-1 Zoning District

Further consideration of increasing maximum allowable building height from 450 feet to 600 feet in exchange for "exceptional amenities" and better urban design outcomes. No change recommended to maximum floor area ratio (FAR).

Area of Consideration



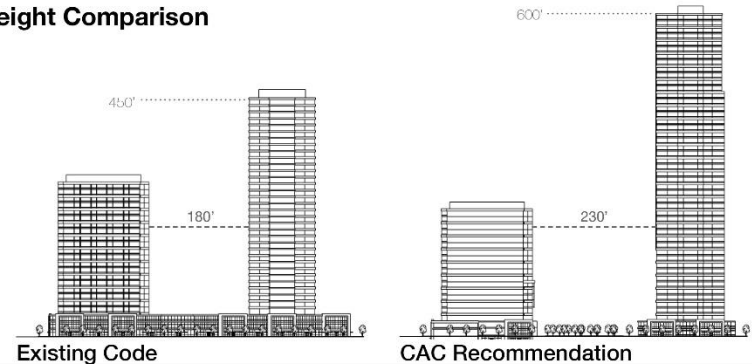
Anticipated Outcomes

- ① Increased opportunities for ground-level open space
- ② Potential for increased tower spacing for light and air
- ③ **Not Depicted Here:** Opportunity to create a more distinctive skyline and memorable architecture
- ④ Potential to add lift to incentive system for additional public amenities

Other Related Work

- ➔ Open space design guidelines
- ➔ Tower spacing requirements
Per examples from Philadelphia & Toronto
Typical minimum spacing between towers is 80 feet. (Appropriate for departure)
- ➔ Building design guidelines
- ➔ FAR Amenity Incentive System revisions

Height Comparison



O-1 District – Nonresidential Buildings Development per Existing Code

Draft
O-1
Residential

CAC Recommendations
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Nonresidential Buildings

Downtown Livability Initiative
Street Level Perspectives



Existing

Draft
O-1
Residential

CAC Recommendations
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Street Level Perspectives



Recommended

O-1 District – Nonresidential Buildings Development per CAC Recommendation