

Olde Towne Vision Plan

Introduction

In 2016, the City of Bellevue will complete its move of City offices from Olde Towne Bellevue to its new municipal complex on Wall Street. The City intends to sell its property and the current structures are expected to be demolished. The purpose of this plan is to create a vision as to what this area may look like in the future—after City offices leave and City property is sold to a private entity. It is also hoped that redevelopment of City property will encourage redevelopment or rehabilitation of other property in the area.

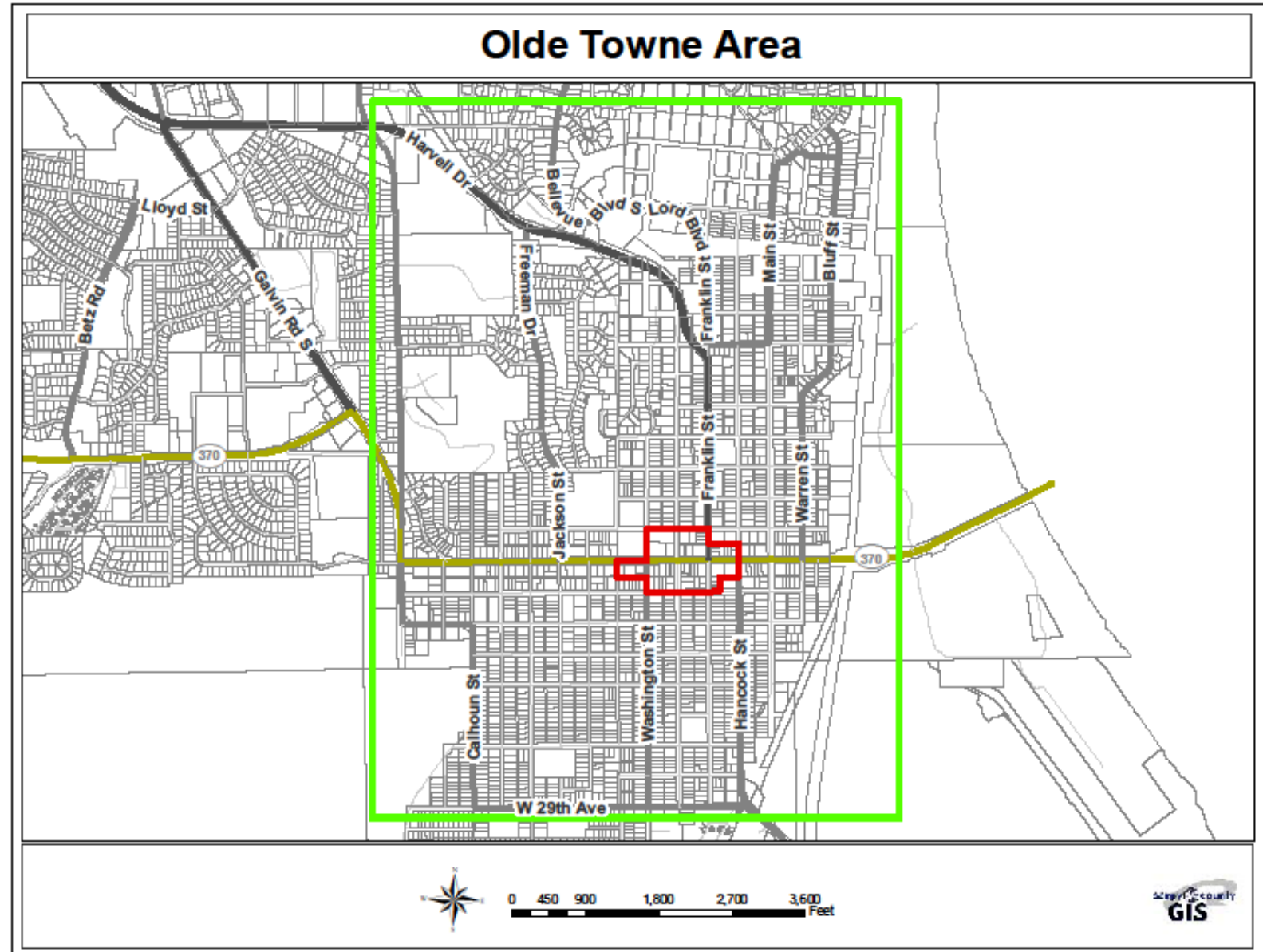
The Vision Plan consists of the following elements:

- Area Overview
- Access Improvements
- Land Use
- Street Profile
- Public Spaces
- Design Standards
- Implementation



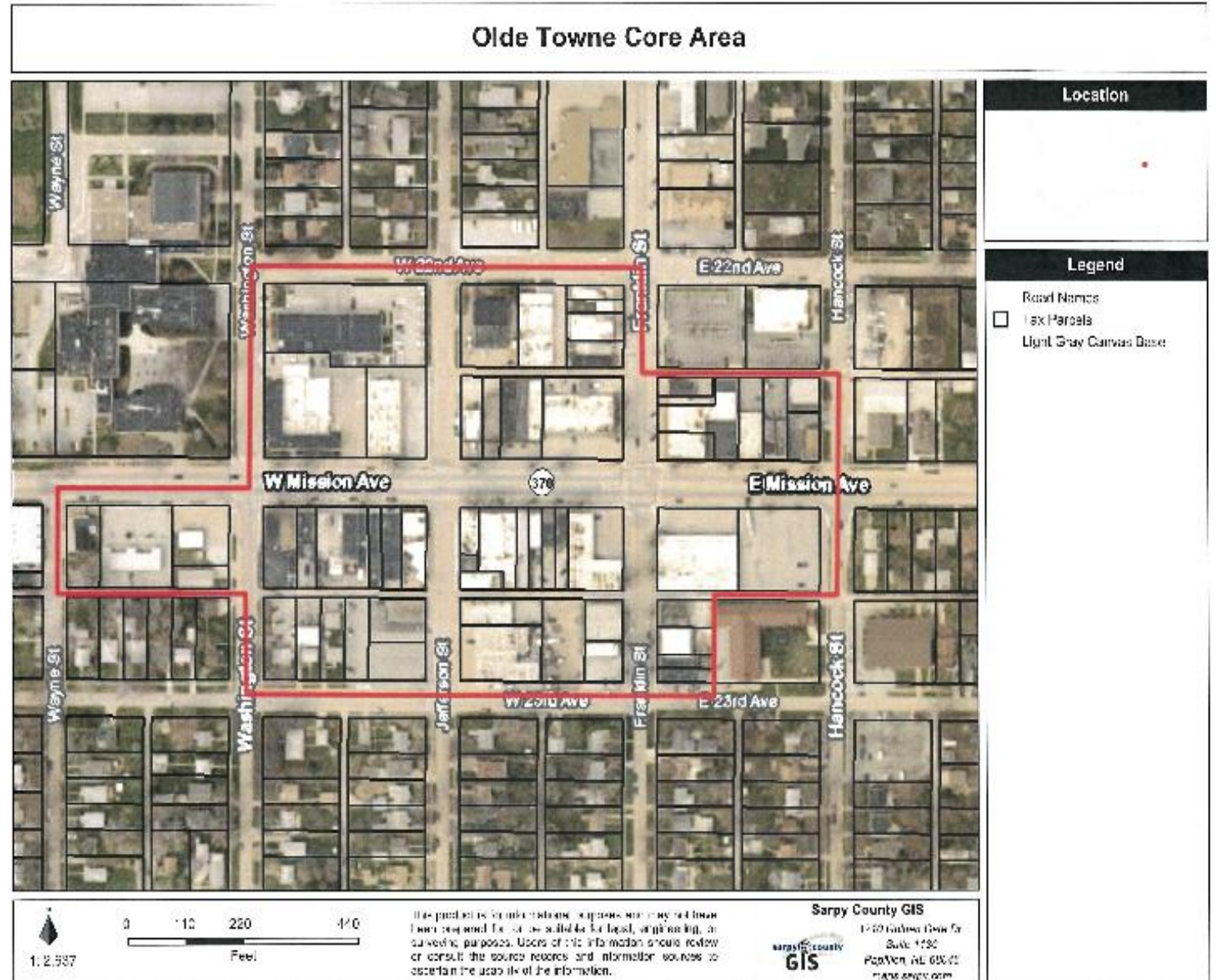
Area Overview

Olde Towne Bellevue encompasses the original platted area of the City from the Bellevue Cemetery and 13th Avenue on the north to 29th Avenue on the south, with the Missouri River the eastern boundary and Lincoln Road the approximate western boundary.



Area Overview

In developing this plan, we have designated a “Core Area” that represents what currently is the primary commercial sector of the Mission Avenue corridor. The Core Area originally consisted of four full city blocks, but during the course of this planning process it was expanded to include an additional three half blocks that front on Mission Avenue. This expanded Core Area better represents the area in need of redevelopment.



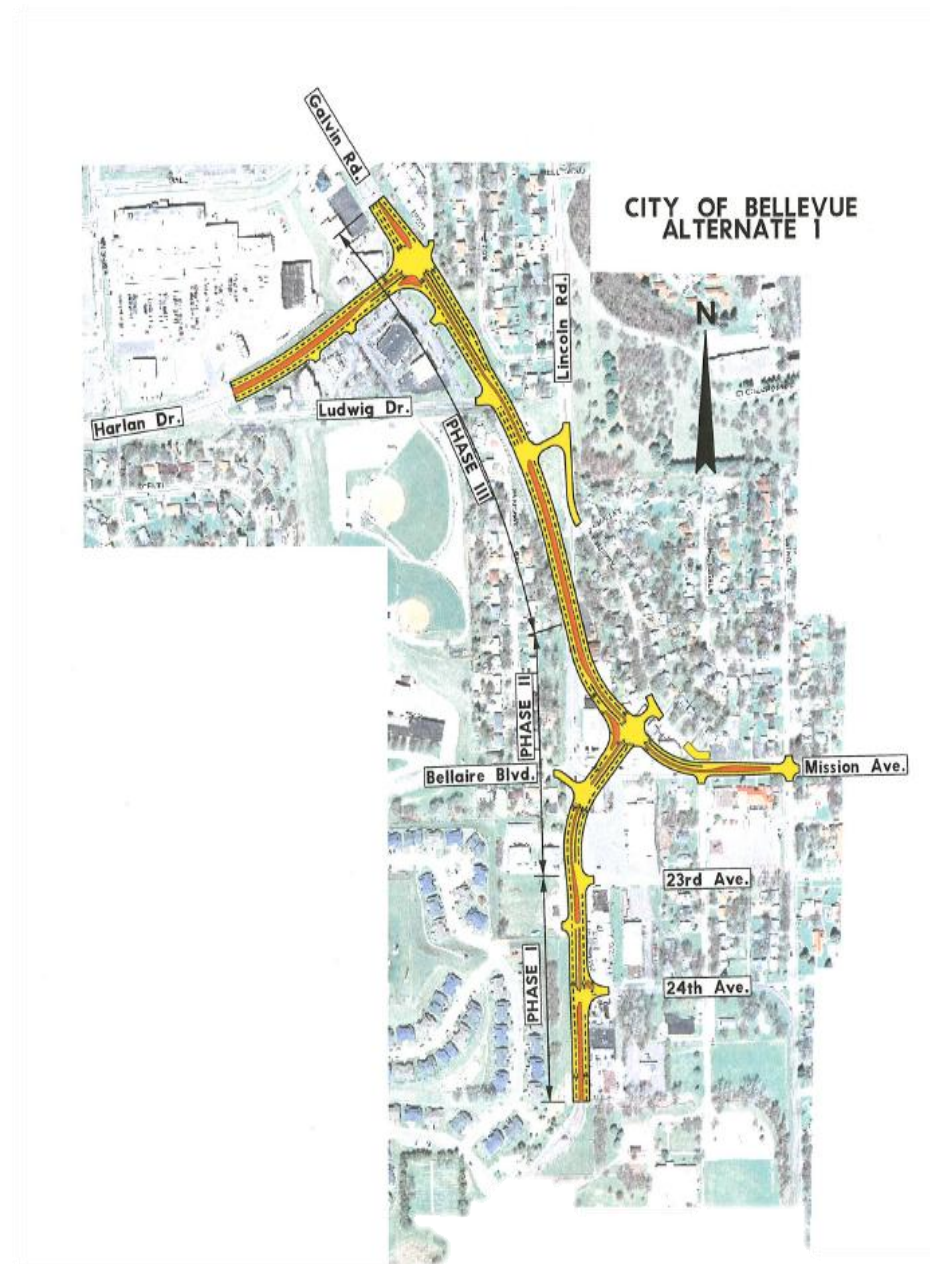
Access Improvements

Access to the Olde Towne core area is primarily from four points—Franklin Street from the north, the Bellevue Bridge from the east, Hancock Street from the south, and Lincoln Road/Mission Avenue from the west (pictured). This plan does not envision any changes being made to Franklin Street or the Bellevue Bridge that would affect access to the area.



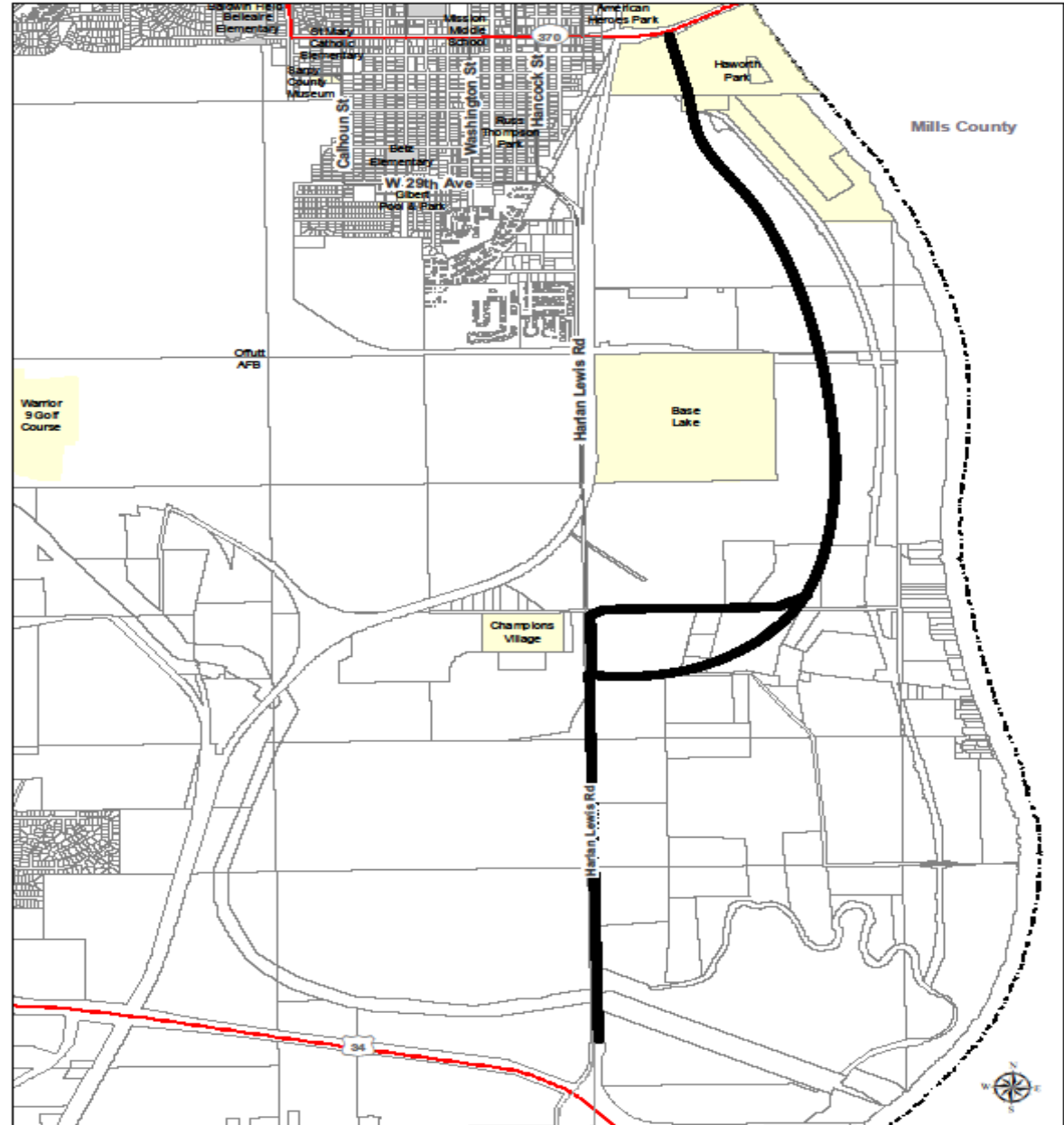
Access Improvements

The plan proposes modifying the Lincoln Road/Mission Avenue intersection to create a through movement between these two roads, with Lincoln Road from the south creating a “T” intersection as shown on the drawing to the right. This project will facilitate traffic flow in the area as well as provide a more aesthetically pleasing entrance to the Mission Avenue corridor.



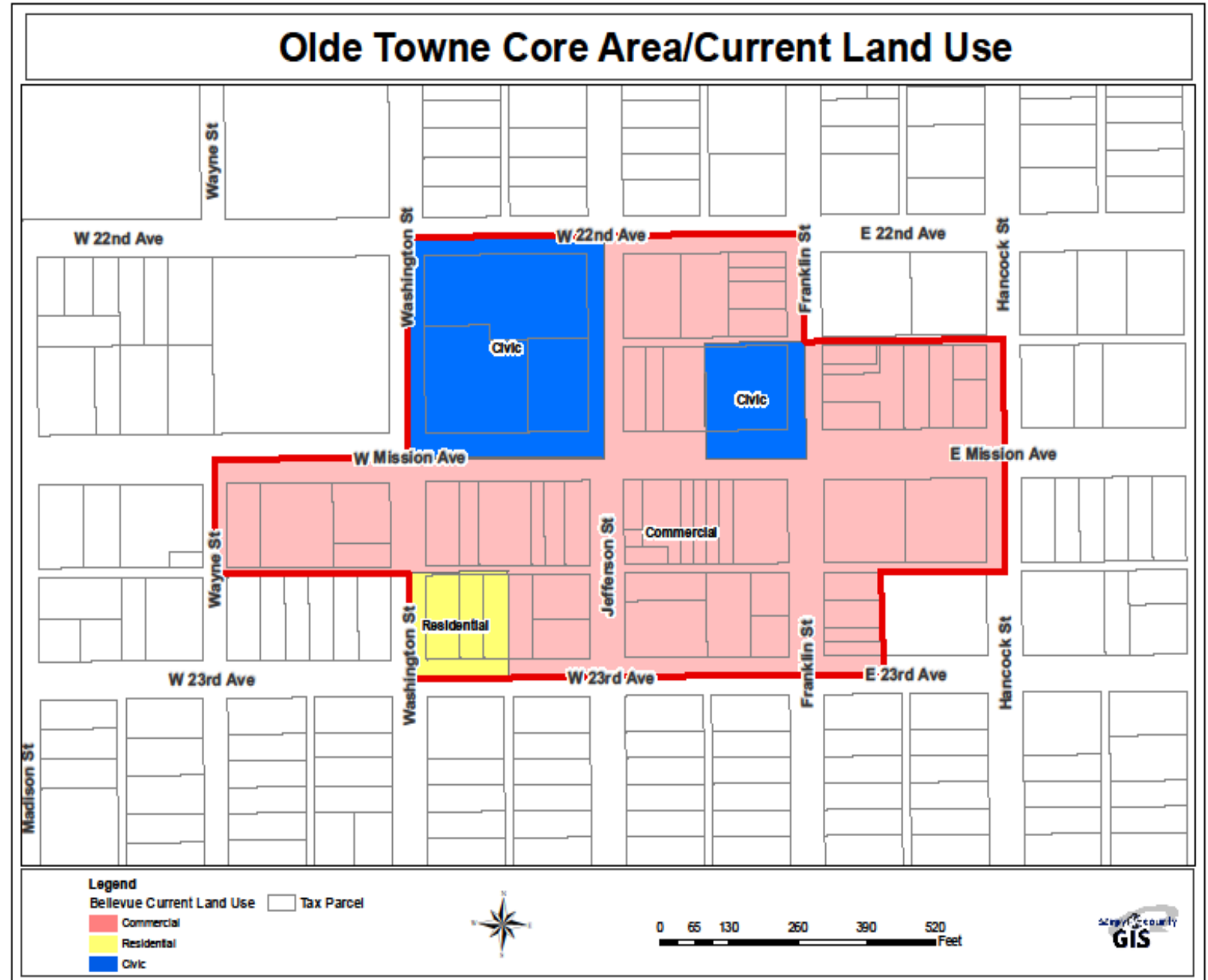
Access Improvements

Hancock Street is a residential street that serves as the only through access from Mission Avenue to existing and planned industrial areas to the south and along the Highway 34 corridor; it also provides a direct link to the Highway 34 bridge across the Missouri River. The road currently carries a significant amount of non-residential traffic, including semi-trucks, that is not conducive to the residential environment. With the planned industrial development to the south of Offutt Air Force Base, a new road linking this area to Mission Avenue is envisioned to create a better route for commercial and industrial traffic as well as to lessen the traffic impact on Hancock Street. The attached drawing depicts a possible location for such a new roadway, although no specific corridor has been identified as of yet.



Land Use

The current land use of the Olde Towne Core Area is a mix of civic, commercial and residential uses. The City intends to sell its property, other than the District 1 Fire Station, to a private entity to begin redevelopment of the area. The commercial uses are generally older structures, many of which have not been well maintained and are in need of redevelopment or rehabilitation.

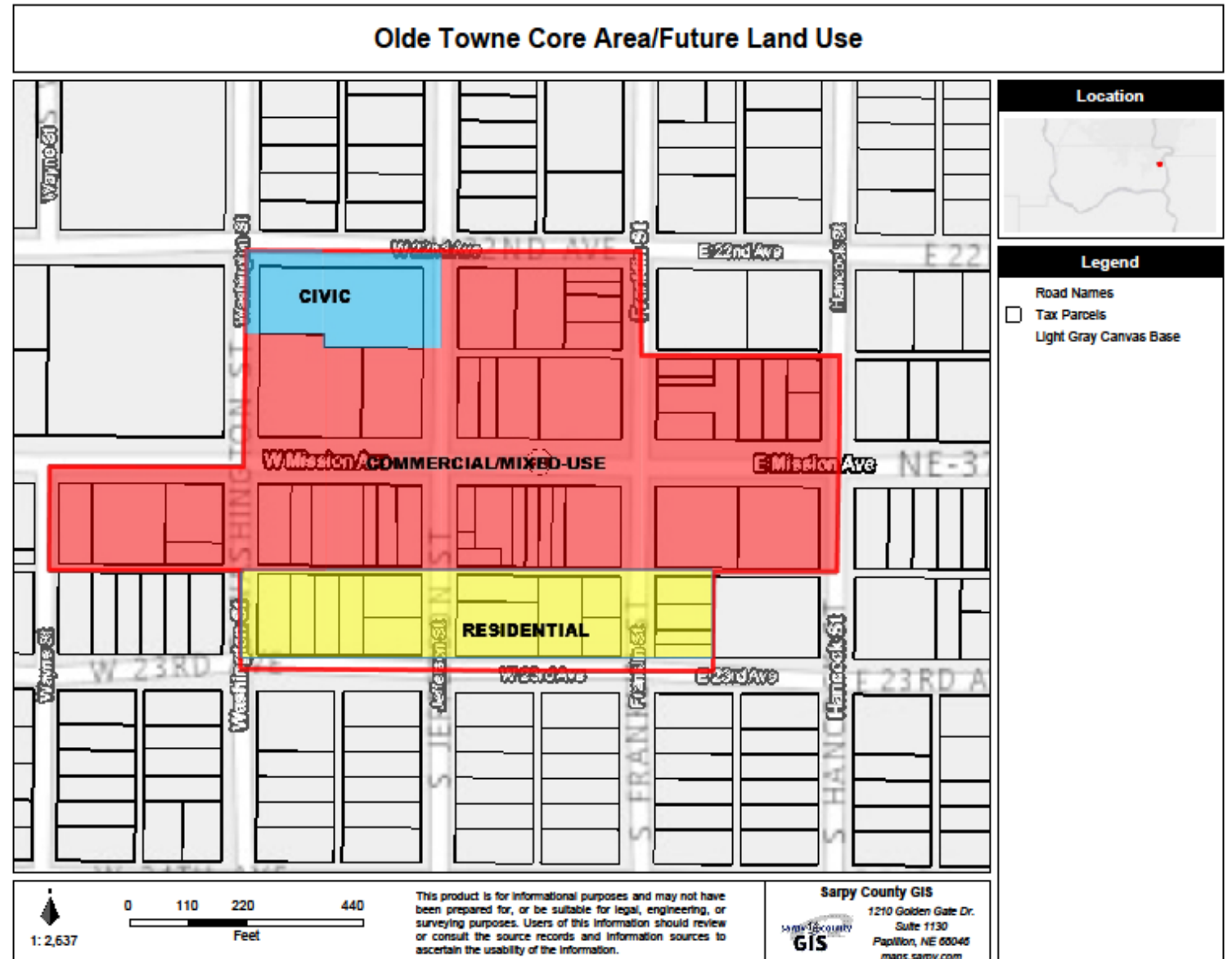


Land Use

The future land uses in this area will be intended to serve the local residents and the Bellevue community as a whole. It is not intended that the area will become a regional attraction such as Omaha's Old Market area.

As shown, most of the Core Area is expected to be developed as a mixed use area, with ground level retail and upper level residential or office. Residential development is provided for along 23rd Avenue as a transition between the commercial area and the existing residential area to the south, and the City's District One Fire Station will remain at its current location.

These designations are not intended to preclude single-use buildings (such as a grocery store or office building) from locating in the Olde Towne area. These uses would be permitted provided they meet the intent of the Olde Towne Vision.



Future Land Use—Retail and Office

This is an example of a building with retail space on the ground level and office space on upper levels. This type of use is appropriate in the mixed use areas of the Olde Towne Core Area.



Future Land Use—Retail and Residential

One of the desired outcomes of the redevelopment of Olde Towne is the addition of residents to support businesses that locate here. A mixed-use building such as the one shown to the right, which combines ground floor retail with residential uses, will help to achieve that goal.



Future Land Use--Residential

Attached single-family residences such as these could be constructed on 23rd Avenue. Although the front-yard setbacks are smaller than in typical residential areas, the steps and elevated front porches provide a separation from the street and sidewalk.



Future Land Use--Residential

Row houses—another example of possible residential redevelopment of 23rd Avenue in the Olde Towne Core Area.



Street Profile

In the Core Area, Mission Avenue occupies 86 feet of right-of-way, with the pavement width being 60 feet. The paved area consists of one travel lane in each direction, a center turn lane and parallel parking on each side of the street. The plan calls for street improvements which maintain the current pavement width, but increase the right-of-way to 100 feet. The increased right-of-way will allow for an adequate width for the public spaces adjacent to the street, as described later in the plan. Additional right-of-way can be granted as part of the redevelopment process. In lieu of dedicated right-of-way, property owners may grant easements for the additional width.

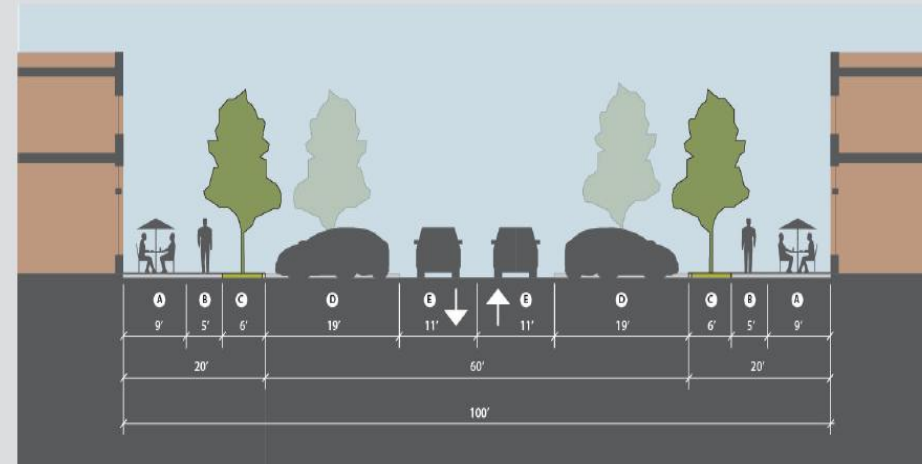


Street Profile

The figure to the right depicts the recommended cross-section for Mission Avenue. It maintains the current curb line with 60 feet of pavement and consists of two travel lanes with angle parking on each side of the street. The angle parking layout provides more parking stalls than the alternative parallel parking and it is easier for drivers to utilize. This profile does not include a center turn lane or a bicycle lane. Bicycle traffic would be directed to 23rd Avenue, part of a new network of designated bike lanes in Olde Towne.

A further element of the street design would be the addition of landscape “nodes” at each corner and midblock. These nodes would serve multiple purposes—landscaping to visually enhance and soften the street, traffic calming resulting from areas of narrower pavement, and treatment of storm water directed to and filtered by the landscaping materials.

Street Cross Section One

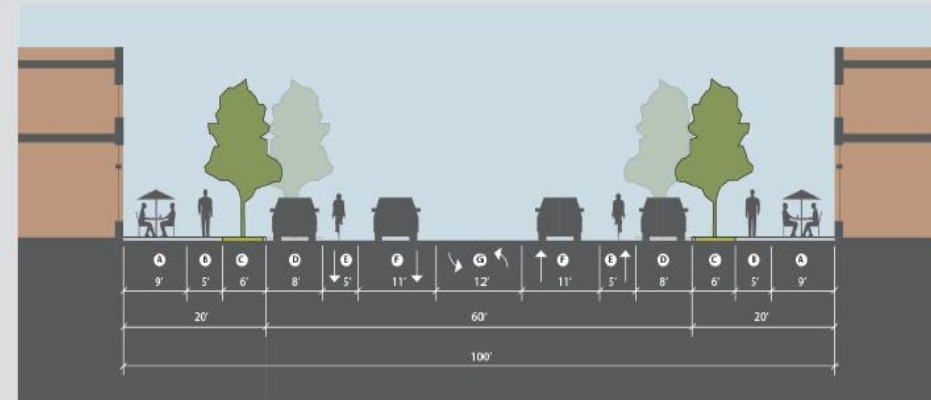


- A Outdoor Dining Area
- B Through Sidewalk Area
- C Landscape Area
- D 60 Degree Parking with Intermittent and Corner Nodes
- E Through Vehicular Lanes

Street Profile

This alternative is similar to the existing profile of Mission Avenue—it consists of one travel lane in each direction, a center turn lane, and parallel parking, plus designated bike lanes in each direction. This alternative was not selected because of a lack of need for a center turn lane and the desire to have angle parking in this area.

Street Cross Section Two



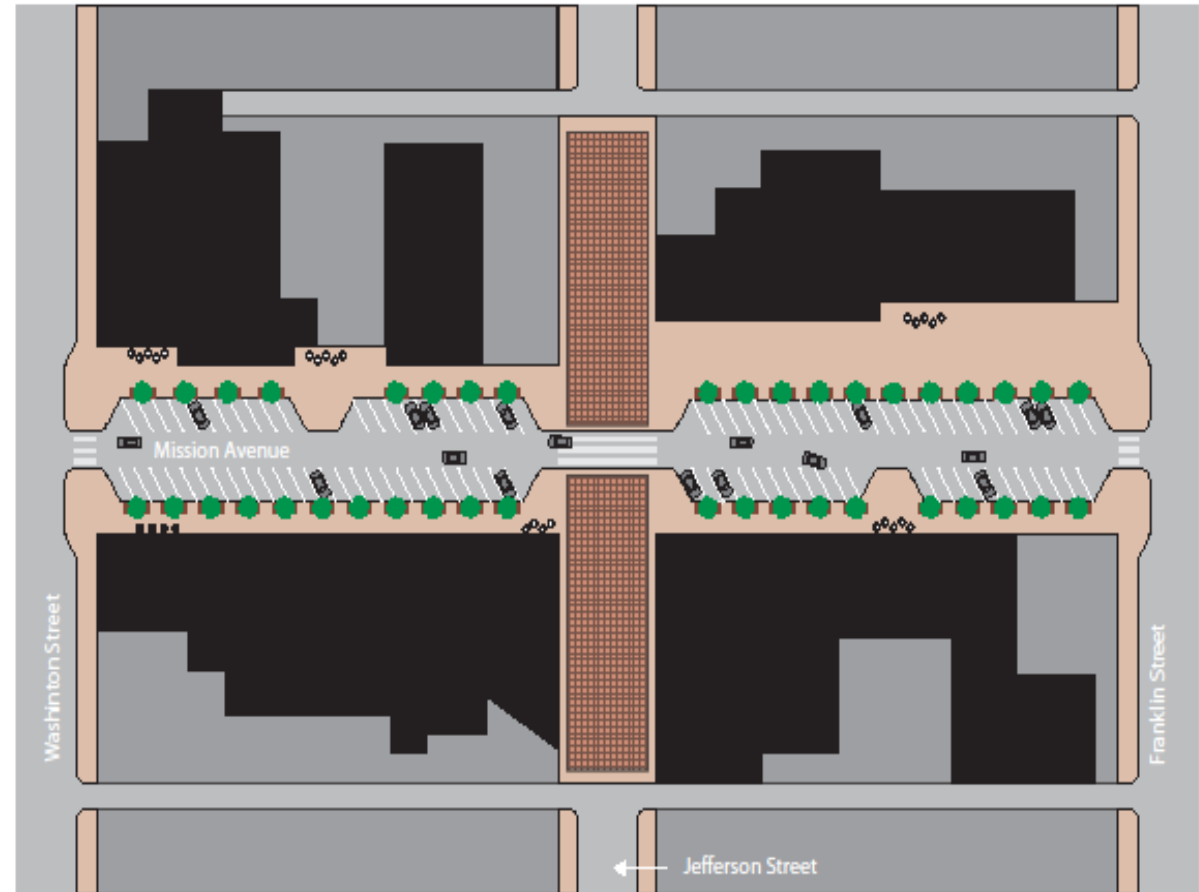
- A Outdoor Dining Area
- B Through Sidewalk Area
- C Landscape Area
- D Parallel Parking with Intermittent and Corner Nodes
- E Bike Lane
- F Through Vehicular Lanes
- G Left Turn Lane

Public Spaces

Outdoor public spaces where room is provided for pedestrian movement, gathering spaces, and landscaping will provide the Olde Towne Core Area with a “sense of place” which will make it unique.

The plan calls for 20 foot wide sidewalk areas to accommodate these elements of a public space. Additionally, Jefferson Street would be closed one-half block north and south of Mission Avenue to provide added pedestrian areas that could be used for such things as music performances and art displays.

The attached view shows the Jefferson Street pedestrian area and expanded sidewalks for a two block section of Mission Avenue. It also depicts the nodes at each corner and midblock as described in the street profile.



Street Plan View One

Public Spaces— Jefferson Street

The plan depicts the closure of Jefferson Street for half a block on either side of Mission Avenue to be used as a public pedestrian space. The street can be redesigned with plantings and seating areas to accommodate pedestrians, and can also be used outdoor public events such as street festivals and concerts.



Public Spaces-- Sidewalks

This image shows a sidewalk with adequate width for landscaping, pedestrian movement, and outdoor seating/dining areas.



Public Spaces-- Sidewalks

Example of a narrow public space (approximately 14 feet wide). This sidewalk does not provide adequate space for outdoor seating, pedestrian movement, and appropriate landscaping.



Green Street

As shown here, a green street program can be utilized as a storm water management tool. By utilizing concepts such as this, the velocity of runoff entering the storm sewer system is reduced, thus reducing the risk of urban flooding. Runoff is also filtered through the natural materials, leading to improved quality.

In addition to storm water management, benefits of green streets include improved traffic safety, increased property values, upgraded development, and an improved community image.



Design Standards

The Olde Towne corridor will incorporate the same design standards utilized city-wide. These guidelines apply to multi-family residential, commercial, and industrial buildings. The purpose of the design guidelines is to establish minimum standards which ensure high quality of development, redevelopment, and compatibility with evolving architectural or planning themes that contribute to a community image of quality, visual aesthetics, permanence, and stability which are in the best interest of the citizens of Bellevue. The standards are intended to prevent the use of materials which are unsightly, rapidly deteriorate, contribute to depreciation of area property values, or cause urban blight.

In the Olde Towne Core Area, 100 feet of right of way is necessary to allow for adequate roadway and sidewalks which can accommodate outdoor seating areas. Presently, there is approximately 100 feet of space between the buildings on the north side of Mission Avenue and the buildings on the south side of the street. This is due to the fact the existing buildings are not built to the property line. This area can be preserved through the use of easements, or by utilizing minimum and maximum building setbacks. Setbacks should allow for courtyard areas and be cognizant of gathering space; however, should not be large enough so the urban feel of a downtown area is lost.

The building shown at right was constructed with multiple building materials and changes in plane and elevation as required by the City Design Standards.



Implementation

Implementation of the Olde Towne vision will not occur overnight—the area will be transformed over time as redevelopment projects are brought forward and individual property owners make improvements to their buildings. After adoption of this plan, there are several tasks that can be accomplished by the City to show it is a partner in the redevelopment process:

- Refine and design transportation improvements and include them in future Capital Improvement Plans

- Amend the Zoning Ordinance by creating an overlay district to facilitate development of desired land uses and modify setback requirements to achieve desired results

- Adopt a Tax Increment Financing policy stating that the use of TIF would only be authorized for projects which support the desired vision of this plan (refer to the following slide for further information on TIF)

The City can also partner with property owners to implement public space improvements at the time of major construction projects. Such improvements could be financed through TIF.

A major impediment to significant redevelopment of the south side of Mission Avenue is the diversity of ownership of the property which can lead to difficulty in assembling a parcel large enough for a redevelopment project. Although the City has no intention of utilizing eminent domain to acquire property, it can work cooperatively with land owners and developers to ensure successful completion of a project.

One of the implementation tools available for use by potential developers is Tax Increment Financing (TIF). With approval of a site specific Redevelopment Plan, the City Council can approve the use of TIF based upon the projected increase in valuation of the property.

Legend

- Bellevue Blighted Area
- Lots

Facility Sites

- Education
- Government and Military
- Public Attractions and Landmark Buildings
- Parks

Bellevue Olde Towne Blighted Area