



CITY OF BELLEVUE

| Downtown Streetscape Design Guidelines |

December 2010





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| 0 Preface |





| DOCUMENT STRUCTURE |

Chapter 1: Introduction



Purpose, background, vision, and principles for design direction and build-out of street corridors for downtown Bellevue.

Chapter 2: Design Concepts



Planning and design concepts with an overview of the context, opportunities, constraints, framework and design approaches for downtown.

Chapter 3: Signature Streets



Corridor plans for the initial signature streets, Bellevue Way – the Shopping Street, 106th – the Entertainment Street, and 108th – the Commerce Street. This chapter illustrates how sidewalks should be developed and cross references the toolkit, where description on specific streetscape elements are provided.

Chapter 4: Crosstown Connections



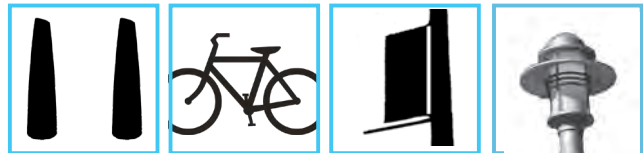
Corridor plans for the east/west Great Streets, NE 8th Street and NE 4th Street. This chapter illustrates how sidewalks should be developed and cross references the toolkit, where details on specific streetscape elements are provided.

Chapter 5: Art Walk Elements

- shopping/display circuit
- green/landscaping circuit
- water circuit
- commerce circuit
- culture/entertainment circuit

Downtown's Art Plan includes a set of five themes or circuits linked to contextual conditions; water, landscape, shopping, entertainment, and civic activities as well as the Art Walk which combines all circuits. This chapter provides explanation and ideas on how art can be incorporated throughout downtown.

Chapter 6: Streetscape Design Toolkit



Detailed explanation of the elements that comprise a Great Street including geometry, materials, landscape standards, lighting, and site furnishings. Descriptions offer standard (basic improvements) and opportunities for options.

| DOCUMENT NAVIGATION |



HOW TO USE THIS DOCUMENT

- Review the overarching design concepts such as signature streets, crosstown connections, the art plan and the streetscape design toolkit in Chapter 2.
- Locate the street that interests you in Chapters 3 and/or 4. Familiarize yourself with the Corridor Plan and the different frontage treatments along that corridor.
- The Art Plan in Chapter 5 provides direction for coordinating art along a set of circuits or themes that run through Downtown.
- You will then use the toolkit in Chapter 6 for recommendations regarding geometry, materials, landscape elements, and furnishings.

USE BY DECISION MAKERS

Development review staff will use this document to communicate to designers and property owners design direction for Downtown Great Streets and as a review manual for proposed development in order to achieve a great pedestrian environment.



USE BY DESIGNERS

The document sets guidelines for the design and use of Downtown sidewalks and to some extent street improvements.



USE BY STAKEHOLDERS

This document is a guide for community members, organizations, property owners, or developers making streetscape improvements or seeking to understand what improvements are required within the pedestrian environment.



| ACKNOWLEDGEMENTS |

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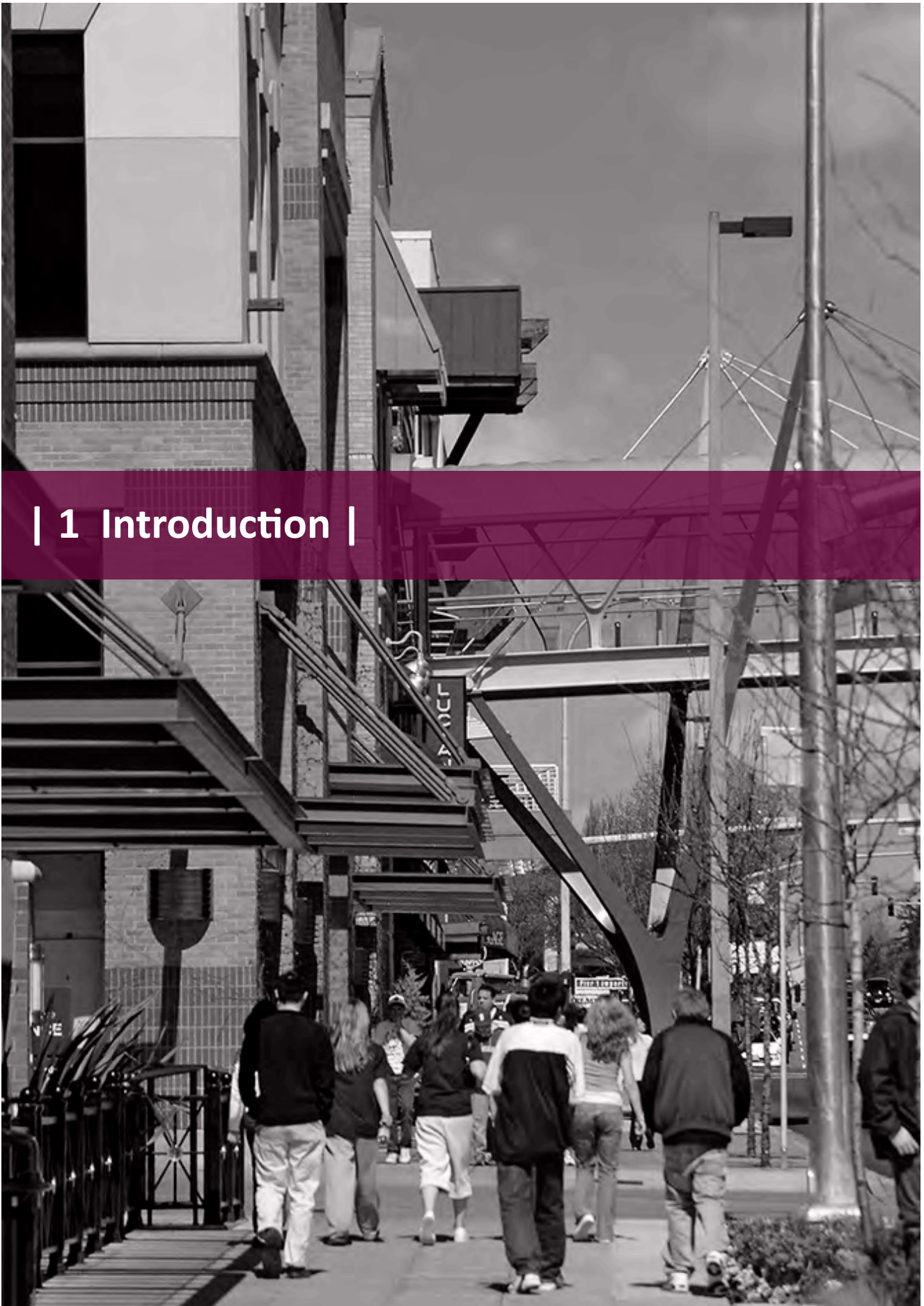
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| 1 Introduction |





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INTRODUCTION: PURPOSE

PURPOSE OF THIS DOCUMENT

This document provides implementation direction for the build-out of street corridors in the Downtown. The designs in this document advance the 'Great Place' urban design vision and concepts identified in the Downtown Subarea Plan. In practical terms, this document:

Brings together the design guidance developed for various downtown streets through different initiatives;

Identifies a set of preferred designs and materials for use on street frontages in downtown;

Identifies a framework for incorporation of public art into street corridors in downtown;

Facilitates the coordination of frontages built out by different projects so that the incremental improvements undertaken by various separate projects—public and private—contribute to the realization of a larger vision for particular streets and areas of downtown.

The Downtown Bellevue Streetscapes Design Guidelines project was conceived to create urban design solutions that respond to this need and is one part of a concerted effort by the City of Bellevue to re-imagine its Downtown. This project initially addresses five key streets, focusing on the needs of people (as opposed to cars) and creating a new paradigm for Downtown's street network. It incorporates ideas established in other planning documents such as the Land Use Code, the Design Guidelines for Building/Sidewalk Relationships, A Neighborhood in the Urban Village: Main Street and the Pedestrian Corridor and Major Public Open Space Design Guidelines. The project will also identify a palate of materials and designs that are acceptable along street frontages in downtown.

The initial framework identifies corridor specific solutions for Bellevue Way, 106th and 108th Avenues and NE 4th and 8th Streets. These corridor designs demonstrate optimal sidewalk width, hardscape material and planting elements, site furnishings options and the overall function and aesthetic character. A design toolkit establishes streetscape design options for implementing the vision for the downtown and for achieving the 'Great Places' concept including the 'signature streets' and district identification. An Art Plan provides art vision analysis and plan is a key component in the urban design vision.

Urban Design Vision for Downtown

Downtown Districts, in which distinct subareas within downtown are recognized, including Old Bellevue in the SW corner, East Main in the SE, Ashwood in the NE corner, as well as others.

Street Hierarchy, in which the function of each major street is recognized as 'auto' bias, 'neutral' or 'pedestrian' bias;

Signature Streets, in which an identity is articulated for Bellevue Way as a grand 'shopping' street, 106th Avenue as an 'entertainment' street and 108th Avenue as a 'commerce' street



INTRODUCTION: BACKGROUND

BACKGROUND

Downtown Bellevue is the primary urban center for the Eastside. It functions not only as a locus of employment and commerce, but increasingly also as a place for residential living and for entertainment activities. According to current estimates, by 2030, there will be 2.5 million square feet of new commercial space and 5,000 (19,000 total) new residents. The magnitude and nature of this growth has created several urban design imperatives. The most important of these is the need for Downtown to become a more livable and appealing place, so that it can function effectively in its new role as an urban residential neighborhood, while retaining its traditional attractiveness for commercial and retail uses.

“City in a Park” is the motto and identity of Bellevue and through much of the city this label feels like a good fit; however, with the notable exception of the Downtown Park and a few particular street frontages, this quality is largely absent in the Downtown area. Streets too often tend toward grey and bland, in some cases provide poor accommodation for pedestrians and generally offer little of interest to reward moving about on foot.

The Land Use Code specifies the base sidewalk and landscaping standards for Downtown streets. The code specifies the width of the sidewalk and landscape area, the street tree requirements, and provides general direction for landscape enhancements along certain major corridors. What has been largely absent is a vision for the look and feel of individual streets in downtown and specific direction for how to achieve a desired result.

The design vision for the streets in this Downtown Bellevue Streetscape Plan document is guided by the urban design vision and policies in the City’s Comprehensive Plan that identify the Downtown as a viable, livable and memorable urban center.

Bellevue’s downtown has a larger street grid form than is typical of traditional urban centers. The 600 foot-long “superblock” pattern offers approximately half the street density of Seattle (300’ blocks) and even less than half the density of Portland (250’ blocks). Downtown Bellevue effectively has fewer streets available to serve needs for vehicular circulation and for pedestrian movement. As such, every downtown street in Bellevue is important for both vehicles and pedestrians. None can be effectively assumed to function primarily as a conduit for traffic and allowed to provide poor accommodation for pedestrians. Conversely, few options are viable for designating and designing streets to serve only low volumes of vehicular traffic. The great majority of downtown streets must provide reasonable accommodation for vehicle movement and for pedestrian circulation. The street hierarchy identified in the Downtown

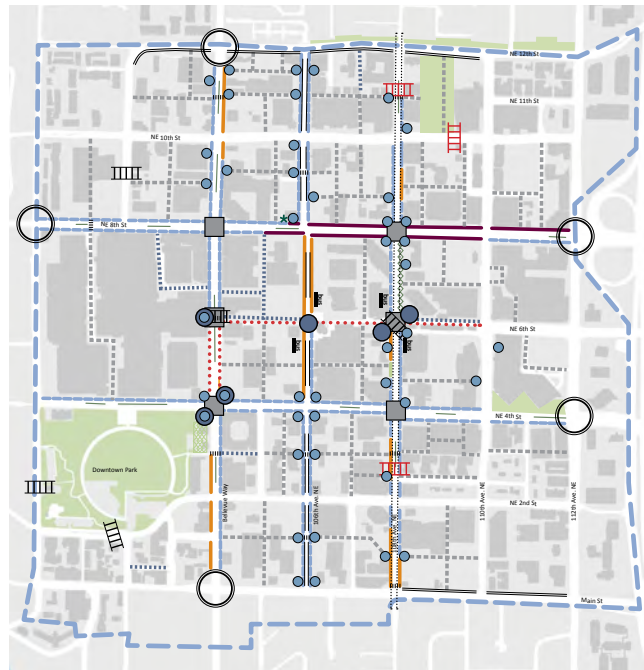
Subarea Plan is used in this document as a guide for the form of frontage improvements and pedestrian accommodation appropriate to each downtown street corridor and block.

In 2007, the City undertook the Great Streets project to develop updated design guidance for downtown streets. This document includes the development streetscape plans initially for five corridors, sidewalk segment plans and a toolkit of elements for use along downtown street frontages. This document also includes an Art Elements Plan that outlines a framework for use of public art along downtown streets and adjacent publicly accessible spaces.

Streets Included

This document is a design resource for the street corridors in downtown with an emphasis on the five identified corridors of Bellevue Way, NE 4th, NE 8th, 106th and 108th. This document does not address the design for the NE 6th Street Pedestrian Corridor between Bellevue Way and 110th Avenue NE; design direction for this linkage is provided in a separate document.

Design direction for other streets in the Downtown will be incorporated into this document as it is developed.



Downtown Bellevue Streetscape diagram. See chapter two for a more detailed view.

| INTRODUCTION: VISION & GOALS |

VISION

The Downtown Bellevue Streetscape Design Guidelines provide implementation direction for street corridor development in downtown. It will carry forward the 'Great Place' urban design vision and concepts identified in the Downtown Subarea Plan, including the signature streets and incorporate ideas established in other planning documents such as the Design Guidelines for Building / Sidewalk Relationships, A Neighborhood in the Urban Village, Main Street and the Pedestrian Corridor, and Major Public Open Space Design.

GOALS

To make the downtown street corridors more interesting and friendly environments for pedestrians.

To make downtown street corridors greener with increased urban tree canopy and planting.

To allow for more differentiation in the treatment and appearance of street frontages along different corridors and in different areas of downtown so that streets gain distinctive character appropriate to their function and location in downtown.



INTRODUCTION: PRINCIPLES

PROJECT PRINCIPLES

These principles will guide Great Streets project process and the development of the street corridor designs. The City of Bellevue establishes the following set of planning principles as definition to the Great Streets project. These principles provide the project framework and inform the decision making process for the streetscape design concepts for the downtown. The vision provided in this document implements the ideas set forth in these Planning Principles and enhances the 'Great Places' planning concepts by identifying an experiential pedestrian environment and thus finding new balance for the predominantly auto-biased existing street network.



Complement the Urban Design Vision

- Support the Great Place Strategy that Downtown Bellevue must be viable, livable, memorable, and accessible to remain the symbolic and functional heart of the Eastside.
- Augment the urban design vision specified in the Downtown Subarea Plan, including the signature street corridors, the street hierarchy and the distinct districts.
- Complement the specific design direction in existing street plans and guidelines such as the Pedestrian Corridor, NE 2nd, Main Street, and Old Bellevue.

Cultivate the 'City in A Park'

- Reflect the tradition of Bellevue as a "city in a park", through exceptional quality of landscape design.

Increase Access and Safety

- Accommodate pedestrians with disabilities with accessible facilities that meet or exceed ADA requirements.

Design for Urban Quality and Beauty

- Enhance the aesthetic quality of downtown street corridors for all users.
- Complement the streetwall formed by adjacent buildings and the building frontage design guidance provided in the City's Building/Sidewalk Relationships Design Guidelines document.

Create a Vibrant Public Realm

- Substantially improve the quality of the pedestrian environment and experience along streets in downtown.
- Improve and encourage pedestrian circulation with additional mid-block pedestrian connections through superblocks and mid-block crosswalks.
- Complement the series of Major Public Open Spaces envisioned on the Pedestrian Corridor and the Minor Publicly-accessible Open Spaces required in the Old Bellevue and Downtown Core Design Districts.

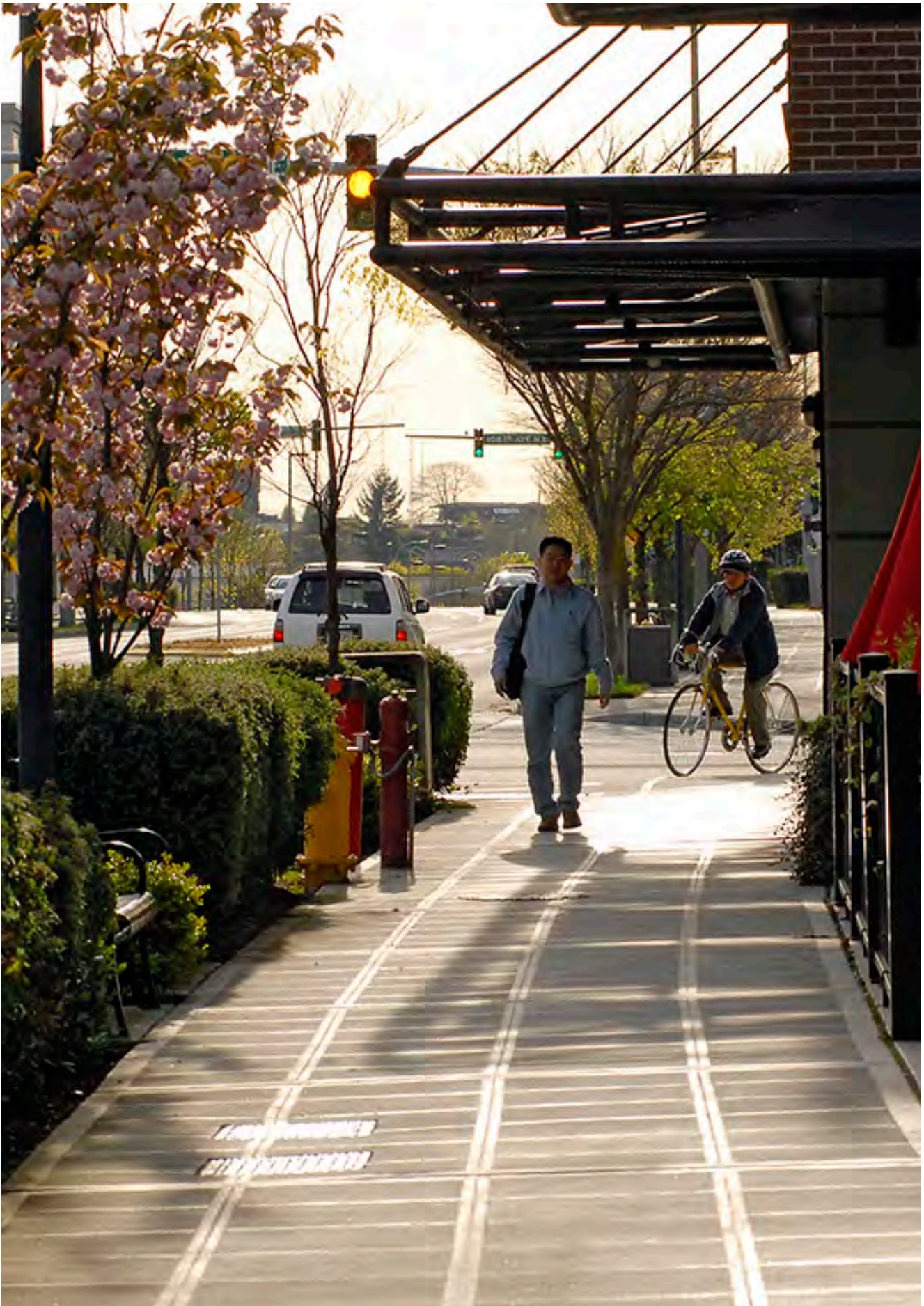
Promote Multi-Modal Mobility

- Accommodate parallel parking in areas where it currently exists and maximize opportunities in the future
- Have no adverse impact on overall downtown vehicular circulation.
- Accommodate existing and future transit service needs, including bus routes, downtown circulator route, light rail, and passenger access to bus stops and stations. Include provision of passenger amenities such as shelter and benches.



| 2 Urban Design Concepts |





| 2 URBAN DESIGN CONCEPTS: CHAPTER CONTENTS |


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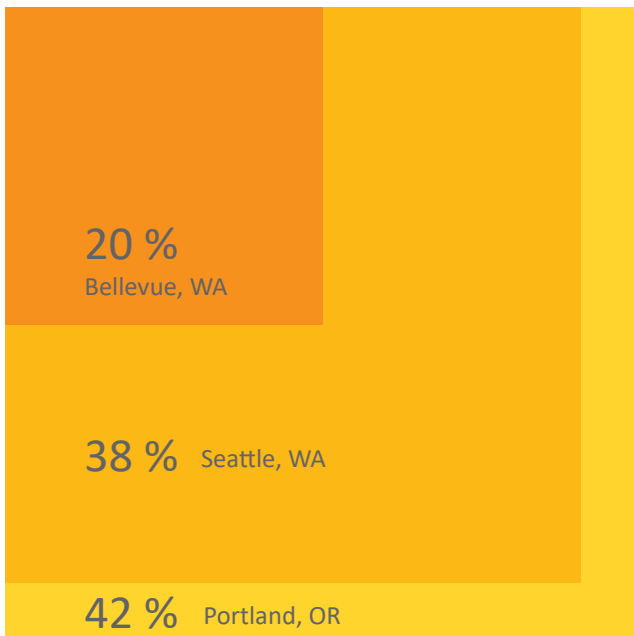
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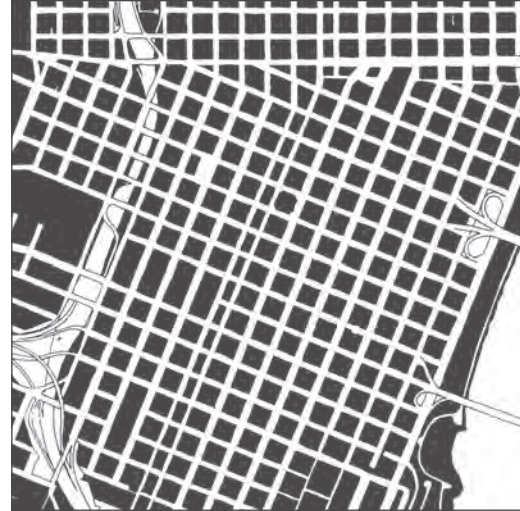
| ANALYSIS: CONTEXT |

 A comparison of similarly sized cities highlights the importance of streetscape and public space in Bellevue. The difference is most apparent when comparing the figure ground of Bellevue with Portland, Oregon. Portland's 200' square blocks offers 20 times more public space than Bellevue's 400' by 600' superblocks.

It has been observed—in the DIP and elsewhere—that Bellevue's downtown has a larger street grid form than is typical of traditional urban centers. The 600 foot-long "superblock" pattern offers approximately half the street density of Seattle (300' blocks) and even less than half the density of Portland (250' blocks). Downtown Bellevue effectively has fewer streets available to serve needs for vehicular circulation and for pedestrian movement. As such, every downtown street in Bellevue is important for both vehicles and pedestrians. None can be effectively assumed to function primarily as a conduit for traffic and allowed to provide poor accommodation for pedestrians. Conversely, few options are viable for designating and designing streets to serve only low volumes of vehicular traffic. The great majority of downtown streets must provide reasonable accommodation for vehicle movement and for pedestrian circulation. The street hierarchy identified in the DIP is used in this document as a guide for the form of frontage improvements and pedestrian accommodation appropriate to each downtown street corridor and block.



Percentage of public city land, including right-of-ways



Downtown Portland, Oregon block structure



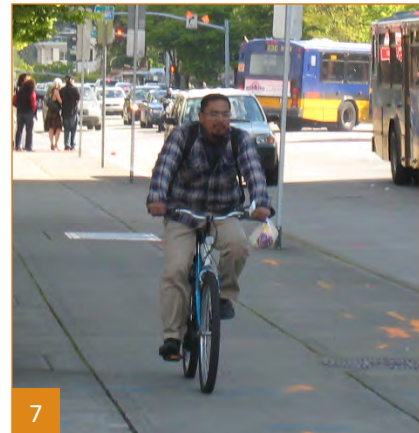
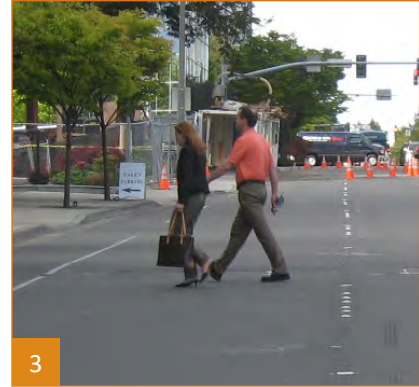
Downtown Seattle, Washington block structure



Downtown Bellevue, Washington block structure

ANALYSIS: STREETSCAPE CONSTRAINTS

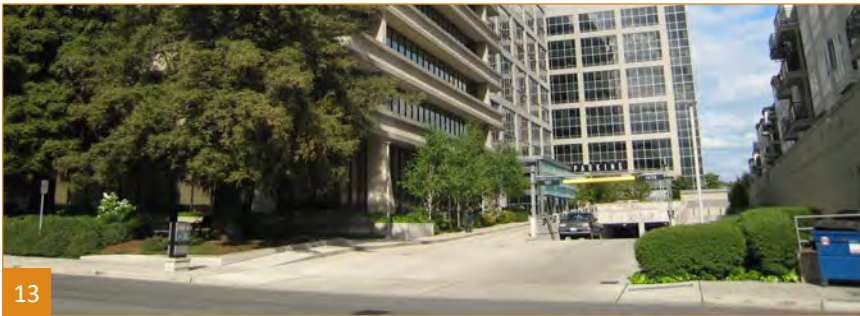
These constraints were observed through various site visits and walking tours of the downtown as well as feedback solicited at multiple workshops and meetings with the community and development groups.



2 URBAN DESIGN CONCEPTS

CONSTRAINTS OBSERVED	DESCRIPTION
1. Heavy traffic	Sidewalk experience is intimidating and uncomfortable.
2. Crosswalk wait time	Lengthy crosswalk wait time pedestrian frustration invites jay-walking occurrences
3. Long block structure	Crossing in non-crossing zones is intimidating and dangerous for pedestrians.
4. 60'- long crossing distance	Crosswalk length can be difficult for older pedestrians and children.
5. Lack of street buffer	Increases potential for accidents and the lack of human scale creates uncomfortable experience.
6. Parking lot exits cross sidewalks	The risk of pedestrian and automobile conflicts increases where design does not maintain pedestrian priority.
7. No bike lanes	Lack of designated lane space makes bicyclists vulnerable to traffic, and decreases multi-modal travel.

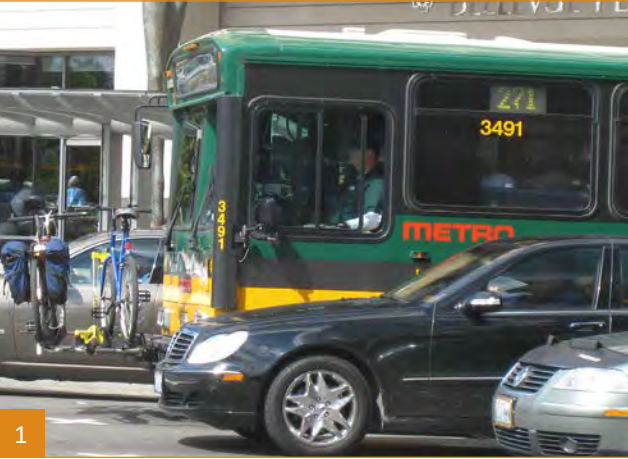
ANALYSIS: STREETSCAPE CONSTRAINTS



CONSTRAINTS OBSERVED	DESCRIPTION
8. Above-ground utility boxes	Above-ground utility boxes impede pedestrian circulation, and add visual clutter to the streetscape.
9. Poorly located vaults	Siting utility vaults in pedestrian travel zones should be avoided.
10. Insufficient sidewalk clearance	Pedestrian bottlenecks are created, which inhibits mobility for all users.
11. Poorly oriented gathering areas	Seating areas fail to activate the street edge and take eyes off the street
12. Poorly located benches	poorly located benches inefficient use of space and resources results in less use of benches
13. Non-intuitive wayfinding	Lack of wayfinding cues leads to confused navigation for pedestrians.
14. Off-street entrances	non-intuitive wayfinding, limited hours of accessibility, and pedestrians taken off of the streets

ANALYSIS: OPPORTUNITIES

These opportunities were observed through various site visits and walking tours of the downtown as well as feedback solicited at multiple workshops and meetings with the community and development groups.



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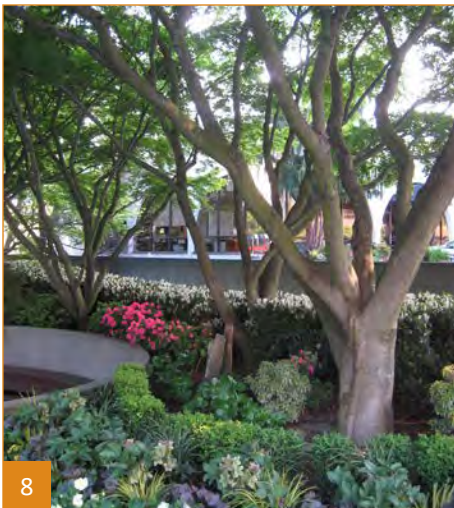
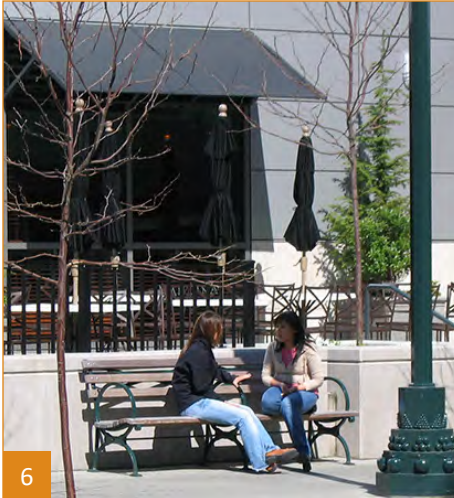
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5

CONSTRAINTS OBSERVED	DESCRIPTION
1. Public Transportation	Allows for cars to be left at home, leading to potential reductions in traffic.
2. Mid-block crossing	Discourages illegal pedestrian crossings, bringing the human scale back to the street. Varied patterns and textures also make the streetscape more attractive, allowing for the expression of distinct identities throughout the city.
3. Sidewalk buffer	Creates safety buffer between pedestrians and vehicles, which softens the scale and geometry of the street.
4. Planted sidewalk buffer	Planted buffers offer a more attractive street edge for pedestrians, while also providing ecological benefits. Planted medians also discourage pedestrian crossing through the buffer.
5. Rain Shelters	Shelters pedestrians and encourages outdoor circulation in inclement weather.

| ANALYSIS: OPPORTUNITIES |



CONSTRAINTS OBSERVED	DESCRIPTION
6. Outdoor retail seating	Allows people to sit and enjoy street life, thus activating the street.
7. Sidewalk gathering areas	Creates spaces for community and civic celebration and enhances wayfinding outside in urban environment
8. 'Green' gathering places	Creates green rooms outside, encouraging 'life' downtown.
9. Street furniture	Artful, well placed furniture enhances the quality of the street and encourages community experience.
10. Public Art	Monumental art installations throughout downtown create places for meeting, and an enhanced sense of place.
11. Landmark trees	Large, historic trees bring grandeur and a sense of environmental context to the street, as well as ecological benefits.

PLANNING & DESIGN CONCEPTS: PLANNING FRAMEWORK



DISTRICTS

A key piece to the Great Place Strategy is a series of distinct mixed-use districts that capitalize on their locations and unique identities. Though the exact identities and boundaries of these districts is evolving each district is pedestrian friendly with a Signature Street or Crosstown Connection as part of it.

Northwest Village - A neighborhood shopping area. The development of “alleys with addresses” will add the village feel and provide an intimate contrast to Bellevue Way and NE 8th Street which border the district.

City Center North - Home to large mixed use development and bisected by 106th - the Entertainment Street.

Ashwood - Dense urban housing and the King County Library define this district.

Eastside Center - This is the heart of the Downtown with high rise mixed use development and an 18 hour day spirit.

Old Bellevue - This area is home to small shops and Downtown’s oldest buildings displaying the roots of Downtown. It’s “Main Street USA” identity is strong and memorable.

City Center South - A true mixed-use district that is positioned to serve traditional neighborhoods south of Downtown.

East Main - An emerging district influenced by connections to the proposed East Link Light Rail.



SIGNATURE STREETS & CROSSTOWN CONNECTIONS

These Signature Streets and Crosstown Connections form the main network of through-streets in the Downtown and tie it together through complementary uses listed below and design elements as identified in the Downtown Subarea Plan;

Bellevue Way NE - The Shopping Street

106th Avenue NE - The Entertainment Street

108th Avenue NE - The Commerce Street

NE 4th Street and NE 8th Street - City as a Park Streets

PLANNING & DESIGN CONCEPTS: STREETSCAPE DIAGRAM



LEGEND

- | | | | | | |
|--|-----------------------------|--|-----------------------------------|--|-------------------------|
| | downtown boundary | | event frontage | | mid-block crossing |
| | req. 20' perimeter buffer | | tree preservation frontage | | pocket plaza |
| | art walk frontage | | planted median | | art walk plaza |
| | urban neighborhood frontage | | potential bike route / lane | | celebrated intersection |
| | standard frontage | | future expansion of Downtown Park | | existing bus stop |
| | retail frontage | | signalized pedestrian crossing | | gateway |
| | terrace frontage | | through-block connection | | |
| | garden walk frontage | | | | |

| PLANNING & DESIGN CONCEPTS: TERM DEFINITIONS |

Celebrated Intersections - Similar to the idea of town squares, these intersections allocate more open-space and incorporate specialized materials and paving, while also making a connection to the pedestrian scale through site furnishings and landscape elements. (See Chapter 6 - Toolkit, 6.1.2.)

Downtown boundary - Shows the limits of Bellevue's downtown area.

Frontage - These segments illustrate the overall widths of proposed sidewalks for downtown Bellevue, and provide general spatial arrangements of landscape elements and site furnishings. Different types of frontages occur on different streets. (See chapters 2 and 3 for more detailed information.)

Gateways - Gateways are enhanced celebrated intersections, which mark the entrances of downtown, creating a greater sense of arrival into Downtown Bellevue.

Landmark trees - Significant and often large trees within downtown Bellevue that serve as a cultural marker and a link to the historic ecology of Downtown Bellevue.

Mid-block crossing- This is a pedestrian crossing that occurs within a block, to facilitate pedestrian crossings. (See Chapter 6 - Toolkit, 6.1.6)

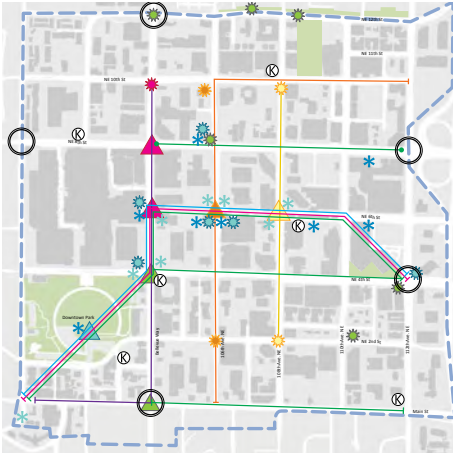
Planted median- This is a road median that incorporates landscape elements, such as low growing plants and approved trees. (See Chapter 6 Toolkit- 6.1.9.)

Pocket Plazas and Art Walk Plazas- These are small open spaces within the downtown area that provide opportunities for gathering, seating, performance and other plaza-type activities. Art Walk plazas incorporate public art elements into their design. (See Chapter 6- Toolkit, 6.1.3 and 6.1.4.)

Signalized pedestrian crossing- These crossings occur at intersections, and include a timed pedestrian crossing signal.

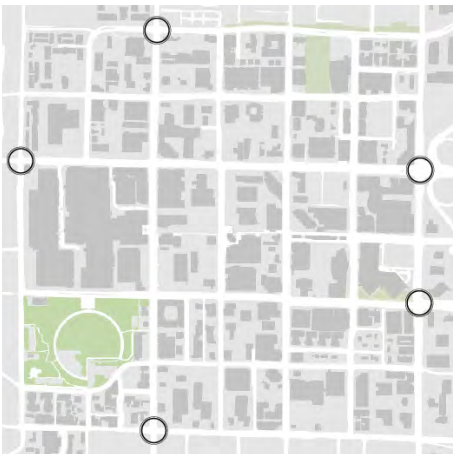
Through-block connections- These are alleys or pathways which facilitate circulation through Bellevue's large block structure.

PLANNING & DESIGN CONCEPTS: DESIGN APPROACHES



ART PLAN

The Great Streets Art Plan includes a methodology for integrating art into the Downtown's streets and public open spaces. This plan builds upon the street themes of shopping, entertainment and commerce, and introduces the additional elements of water, and landscape, as well as a new Art Walk that may use any or all themes.



GATEWAYS

Five gateways indicate key entry points into Downtown. Based on the specific district and art themes in the vicinity these locations should be involved in telling the story of Bellevue at these entries through landscape, water, paving, lighting, and possibly sculpture.

- Bellevue Way at NE 12th - Neighborhood and shopping
- Bellevue Way at Main St - Shopping and Meydenbauer Bay access
- 100th at NE 8th - Neighborhood and shopping
- NE 8th at 112th - Commerce
- NE 4th at 112th - Civic activities



FRONTAGES

Frontage segments are specific to areas of design to accomplish either a different type of use or a different type of activity. District and site-specific needs should always be taken into consideration.

- | | |
|-----------------------------|----------------------------|
| Standard Frontages | Tree Preservation Frontage |
| Retail frontage | Terrace Frontage |
| Urban Neighborhood Frontage | Garden Walk Frontage |
| Art Walk Frontage | Planted Median Frontage |
| Event Frontage | |



TOOLKIT

The Great Streets Toolkit provides information on detailed design, materials, furnishing and landscape elements. Criteria are provided for both standard elements and options that can be customized to enhance a particular streetscape, use, or development.

Developer options are subject to the same performance and safety criteria as the city standards. Developers and/or property owners will be responsible for the maintenance of optional treatments.



| 3 Signature Streets |





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| Bellevue Way NE: *Shopping Street* |



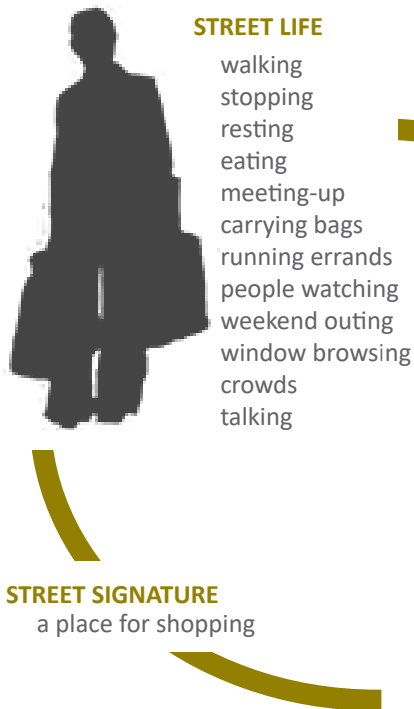


A PLACE FOR SHOPPING...

Bellevue Way is a significant retail shopping street. Regional visitors are attracted to the corridor’s year-round interest and events, while local residents interact on the street on a daily basis. The street serves as a major gateway into the downtown from the north and south, linking several districts together along the corridor. Variability along the street enhances the seasonal attraction and allows the districts to demonstrate their unique identities. Extending the Lincoln Square model, central planted medians and diverse plant palettes will help build continuity along the corridor. New gateways should celebrate the seasonal quality and shopping signature, with new celebrated intersections identifying the heart of the shopping corridor. Pocket plazas should be encouraged as the scale of the corridor transitions towards urban residential districts to the north and south. Site materials, such as paving, and site furnishings should further express the identity of each district. There is also a strong art presence on Bellevue Way, as the Art Walk route runs south from NE 6th Street, connecting people to Downtown Park.



| BELLEVUE WAY NE: SIGNATURE STREET LIFE |

**STREETScape**

- clear sidewalks
- room to walk
- space to stop and rest
- places to eat
- places to sit
- larger places to gather
- quiet places to talk
- cover from rain

ELEMENTS OF A SHOPPING STREET

Street furniture locations should be selected carefully, to provide resting places outside shops, cafes and other busy street fronts. The arrangement of seating should provide opportunities for small gathering and conversation, as well as opportunities for sitting alone.

Image courtesy of www.pbic.org/Annie Lux

















Successful retail streets encourage slower walking speeds, to promote window-browsing and shopping. Shelter, engaging facades and window displays, wide store entrances and sidewalk planting areas are common elements that encourage shoppers to linger.

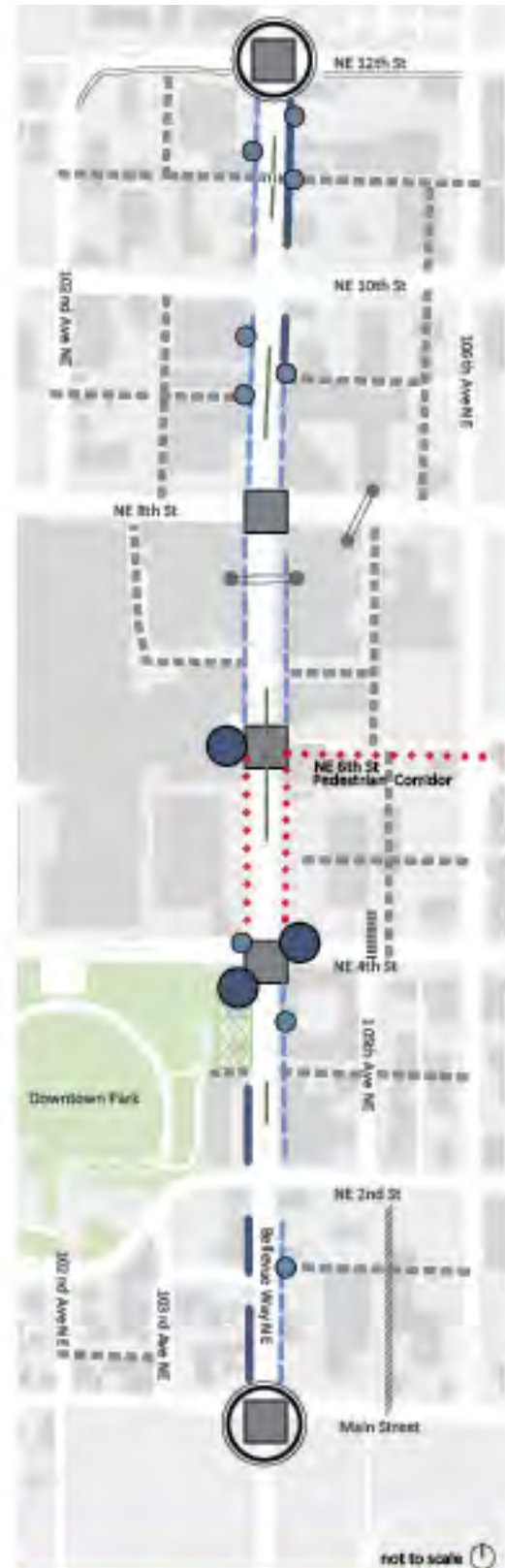
Image of Newbury Street, Boston, MA.

BELLEVUE WAY NE: CORRIDOR PLAN

This plan provides an overview of proposed changes which will enable Bellevue Way NE to better express its unique signature of a retail shopping street. The designs for the frontages were conceived to accomplish specific objectives, creating standards of street design that are sensitive to the different physical and programmatic contexts. Additional street elements, such as planted medians, pedestrian crossings, pocket and art walk plazas and celebrated intersections are also located on this plan. These items are discussed in more detail in Chapter Six.

LEGEND

-  req. 20' perimeter buffer
-  art walk frontage
-  urban neighborhood frontage
-  standard frontage
-  planted median
-  future expansion of Downtown Park
-  signalized pedestrian crossing
-  through-block connection
-  existing pedestrian bridge
-  mid-block crossing
-  pocket plaza
-  art walk plaza
-  celebrated intersection
-  gateway




Bellevue Way NE
Corridor Plan


| BELLEVUE WAY NE: FRONTAGE OVERVIEW |

Along Bellevue Way NE, standard frontages, art walk frontages and urban neighborhood frontages are the foundation of Bellevue's retail shopping street. An active and successful block face will include all frontage types. The frontages are supplemented with a variety of toolkit items, including themed street furniture, engaging art spaces, outdoor displays and sidewalk cafes. Each of these elements support the needs and activities of pedestrians along Bellevue Way, and can help transform the corridor into a signature shopping street.


- 6.4.3




1
Pedestrian Lighting
- 6.5.5




2
Sidewalk Benches
- 6.5.12




Bicycle Parking
- 6.5.18




Street Banners
- 6.5.17



3
Pedestrian Signage
- 6.2.10



Unit Paving
- 6.2.3




Tinted Concrete




- Standard Frontage**
- Art Walk Frontage**
- Urban Neighborhood Frontage (not shown)**


- 6.1.10



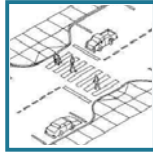
Sidewalks
- 6.1.15



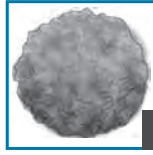
4
Sidewalk Cafes
- 6.1.4




5
Art Walk Plaza
- 6.1.6




Mid-block Crossings
- 6.3.8




6
Layered street plantings with trees and shrubs
- 6.3.11



7
Connected Planting Strips
- 6.3.16

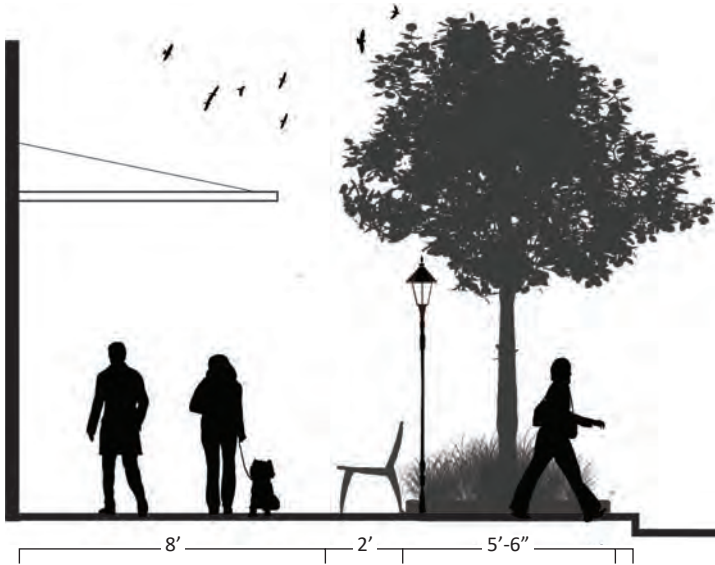


Green Wall/Screen
- 6.3.18



Green Wall/Screen

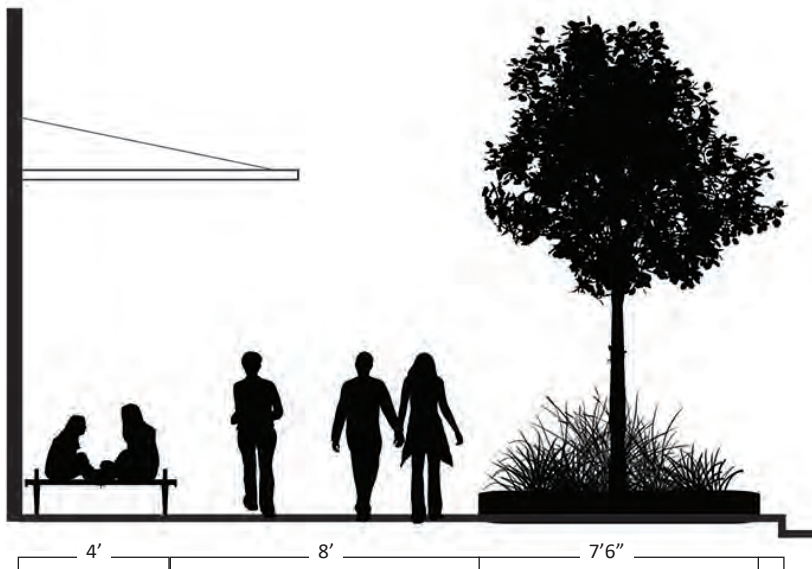
BELLEVUE WAY NE: FRONTAGES



STANDARD FRONTAGE - 16'

This frontage provides an element of continuity along a street within a typical 16' sidewalk which includes a 4' planting strip. Generally three modules occur between the corner of a block and the mid-block; two provide seating, the third may have bicycle parking, art, bus shelter, etc. They can occur in any sequence.

- 8' clear walk zone
- 2' seating zone
- 5'-6" planter zone
- 6" curb

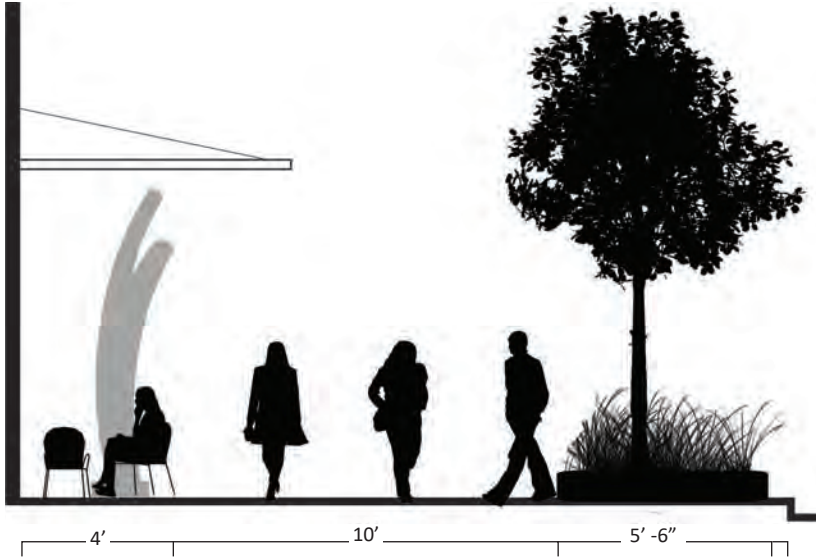


URBAN NEIGHBORHOOD FRONTAGE - 20'

This streetscape includes up to 20' wide sidewalks which include a planting strip up to 6' wide, provisions for sidewalk cafés and urban street furniture. This is designed to accommodate higher pedestrian use with elements such as large areas for outdoor seating and other amenities.

- 4' building/seating zone
- 8' clear walk zone
- 7'-6" planter zone
- 6" curb

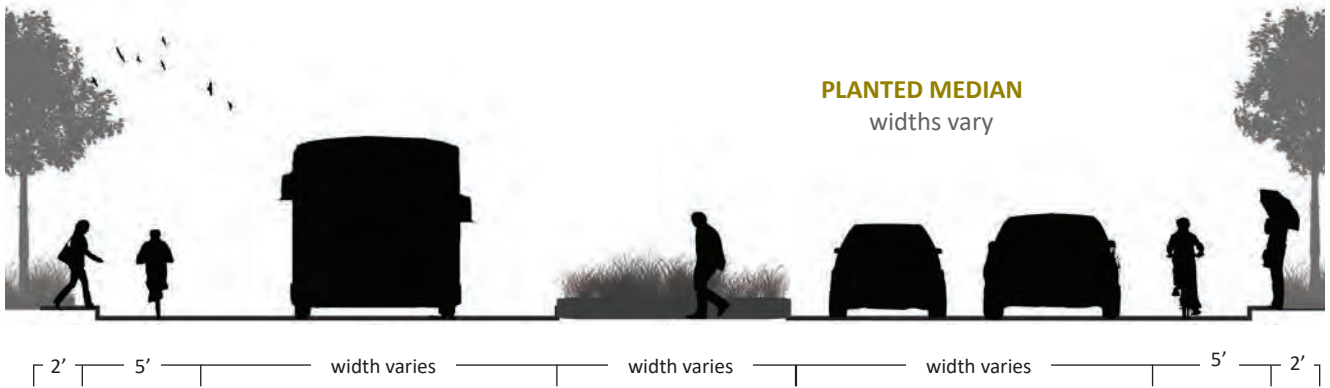
| BELLEVUE WAY NE: FRONTAGES |



ART WALK FRONTAGE - 20'

The Art Walk is an overlay to the Pedestrian Corridor, Bellevue Way, and traverses the Downtown Park to Meydenbauer Bay. Refer to Chapter 6 for specifics about elements recommended and opportunities along the Art Walk.

- 4' building/seating zone
- 10' clear walk zone
- 5'-6" planter zone
- 6" curb



PLANTED MEDIAN widths vary



| 106th Avenue NE: *Entertainment Street* |





A PLACE FOR ENTERTAINMENT...

This north-south corridor is identified as the entertainment street. It will connect people from the residential areas to key community nodes, such as the new Tateuchi Performing Arts Center, Compass Plaza, outdoor dining, and outdoor events and activities. The focus of this corridor should encourage 18 hour liveliness and optimize social activities for the community by incorporating variable building façades, allowing wider sidewalk areas for café seating and retail spill out. Artist designed features, such as lighting integral to the sidewalk and building facades, will provide a unique element of continuity along this signature corridor. In addition, artistically designed detailing of paving patterns and unique furnishings will provide an element of discovery and attraction to the corridor.





STREET LIFE

- watching & listening
- strolling
- waiting in line
- grabbing a drink
- having dinner
- meeting friends
- movie night
- attending a family festival
- going to a show
- going on a date
- visiting the market

STREET SIGNATURE

a place for entertainment



STREETScape

- places to stand
- large space to gather
- evening lighting
- shelter from rain
- places to talk & listen

ELEMENTS OF AN ENTERTAINMENT STREET



Entertainment streets are often busy in the evening, as people gather for dinner, to see a show, or to meet for drinks. Pedestrian lighting can enhance the pedestrian experience, and help transform the street into a destination. Photo of Vancouver, BC.
















Wide streets and sidewalks allow for more flexible uses of space, such as Sunday farmer’s market or sidewalk festivals. Regular markets can bring valuable foot traffic to adjacent stores, and festivals can bring tourists from throughout the region to a city’s downtown.

| 106TH AVENUE NE: CORRIDOR PLAN |

This plan provides an overview of proposed changes which will enable 106th Avenue NE to better express its unique signature as an entertainment street. The frontages were designed to accomplish specific objectives, creating standards of street design that are sensitive to the different physical and programmatic contexts. Additional street elements, such as planted medians, pedestrian crossings, pocket plazas and celebrated intersections are also located on this plan. These items are discussed in more detail in Chapter Six.

LEGEND

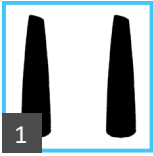

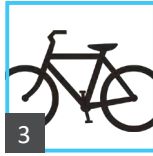
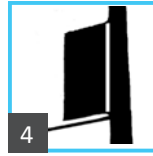



-  standard frontage
-  event frontage
-  req. 20' perimeter buffer
-  through-block connection
-  potential signalized pedestrian crossing
-  potential off-peak parking
-  existing bus shelter / stop
-  new conifer tree planting
-  landmark tree
-  significant tree
-  pocket plaza
-  art walk plaza
-  celebrated intersection



106th Avenue NE
Corridor Plan

| 106TH AVENUE NE: FRONTAGE OVERVIEW |

On 106th Avenue NE, standard frontages and event frontages integrate to form a festive, flexible streetscape. Event frontages allow space for special events, such as markets and fairs, while the standard and retail frontages provide sidewalk amenities. The frontages are supported by a diverse array of toolkit items, from pedestrian and building facade lighting to clear wayfinding signage and street banners. These elements contribute to a festive pedestrian environment, and help 106th Avenue NE become a vibrant, 18-hour entertainment street.

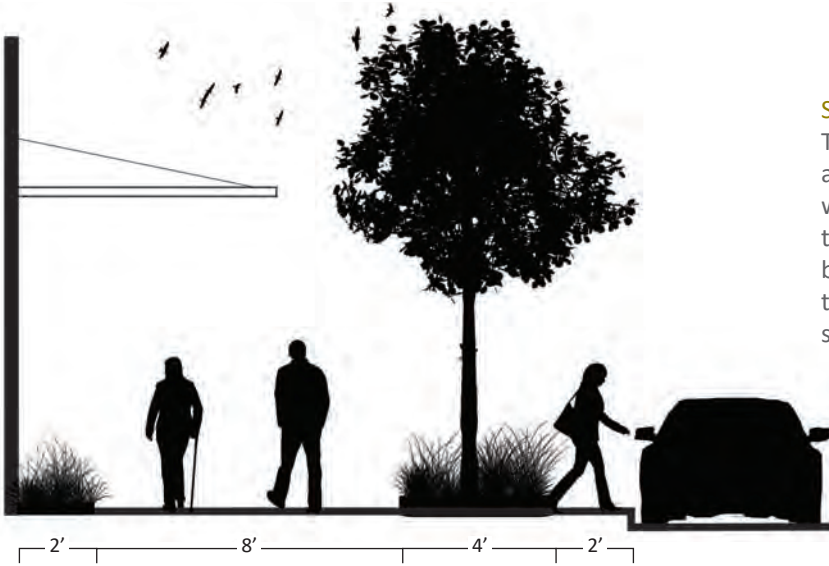
- | | | | | | | |
|--|--|--|--|---|--|--|
| 
1 | 
2 | 
3 | 
4 | 
5 | 
6 | 
7 |
| 6.5.10
Bollards | 6.5.7
Seat Wall | 6.5.12
Bicycle Parking | 6.5.18
Street Banners | 6.5.17
Pedestrian Signage | 6.4.3
Pedestrian Lighting | 6.4.4
Building Facade Lighting |



- | | |
|-----------------------|--|
| Event Frontage | Standard Frontage
(not shown) |
|-----------------------|--|

- | | | | | | | | |
|--|--|---|---|---|--|---|---|
| 
8 | 
9 | 
10 | 
11 | 
12 | 
13 | 
14 | 
15 |
| 6.1.10
Sidewalks. | 6.1.15
Sidewalk Cafes. | 6.1.16
Building Canopies | 6.1.14
Planter Strip Walkway. | 6.1.13
Courtesy Strip | 6.3.8
Layered planting areas with trees and shrubs | 6.3.11
Connected Planting Strips. | 6.3.16
Connected Planting Strips. |

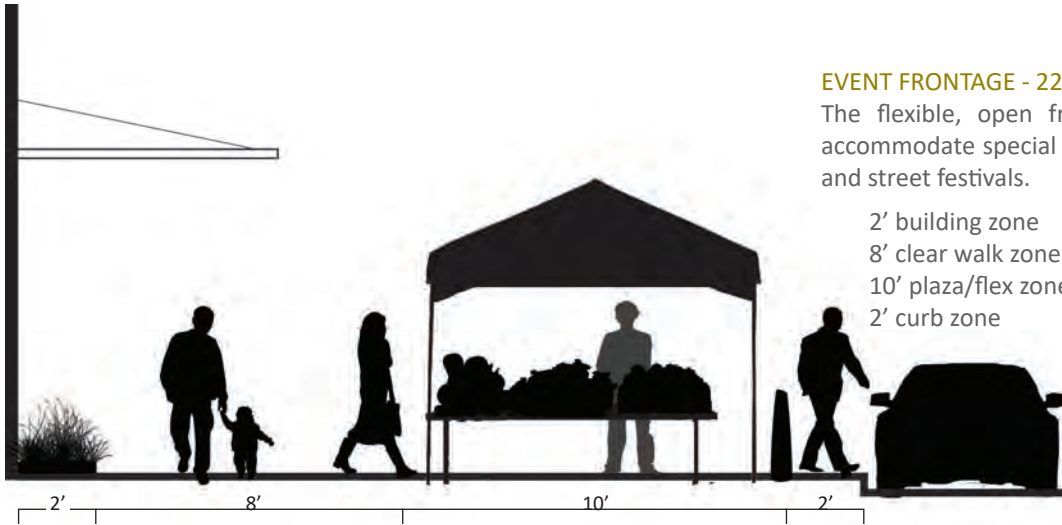
| 106TH AVENUE NE: FRONTAGES |



STANDARD FRONTAGE - 16'

This frontage provides an element of continuity along a street within a typical 16' sidewalk which includes a 4' planting strip. Generally three modules occur between the corner of a block and the mid-block; two provide seating, the third may have bicycle parking, art, bus shelter, etc. They can occur in any sequence.

- 2' building zone
- 8' clear walk zone
- 4' planter zone
- 2' curb zone



EVENT FRONTAGE - 22'

The flexible, open frontage is designed to accommodate special events, such as markets and street festivals.

- 2' building zone
- 8' clear walk zone
- 10' plaza/flex zone
- 2' curb zone



| 108th Avenue NE: *Commerce Street* |



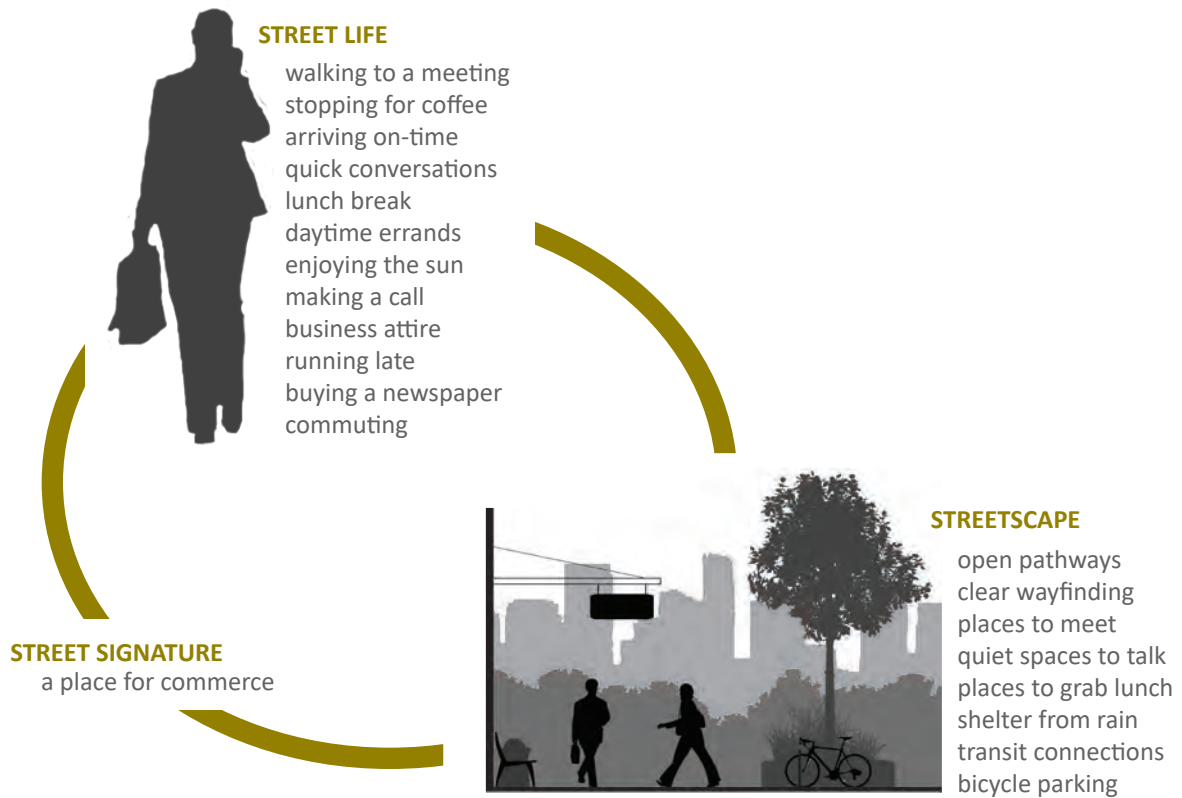
| 108TH AVENUE NE: SIGNATURE STREET INTRODUCTION |



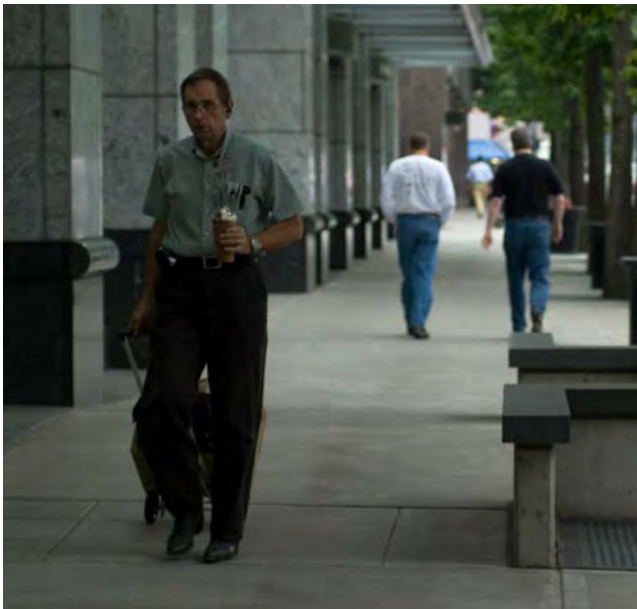
A PLACE FOR COMMERCE...

This north-south corridor rests along the ridge line in downtown Bellevue. Capitalizing on this unique feature is important in place making. Expanding upon the 'City in a Park' and the city's dedication to urban forestry, the key design concept along this corridor celebrates the ridge line by introducing corner treatments at all intersections (where possible) at a scale that supports new signature conifer tree plantings. The commerce street distinction should be emphasized in the downtown core by optimizing paving treatments to accommodate multi-modal commuting. The concept of shared space with pedestrians, bicycles, buses and cars, the introduction of mid-block crossings, small pocket plazas, and outdoor coffee shop seating, will be a welcome greeting to workers.





ELEMENTS OF A COMMERCE STREET



Commerce streets are full of workday action, and need to accommodate the rush hour commuters, coffee breaks, lunch hours, meetings and quick errands. Successful streets offer a variety of dining options, sidewalk stands and vendors, clear sidewalks and wayfinding signage.



While commerce streets tend to be faster paced than shopping or entertainment streets, quiet spaces are also important to the streetscape. These spaces make it possible for people to grab a bit to eat, have a quick conversation, or make a phone call.

| 108TH AVENUE NE: CORRIDOR PLAN |

This plan provides an overview of proposed changes which will enable 108th Avenue NE to better express its unique signature of a commerce street. The designs for the frontages were conceived to accomplish specific objectives, creating standards of street design that are sensitive to the different physical and programmatic contexts. Additional street elements, such as new plantings, proposed bike lanes, pocket plazas and celebrated intersections are also located on this plan. These items are discussed in more detail in Chapter Six.

LEGEND

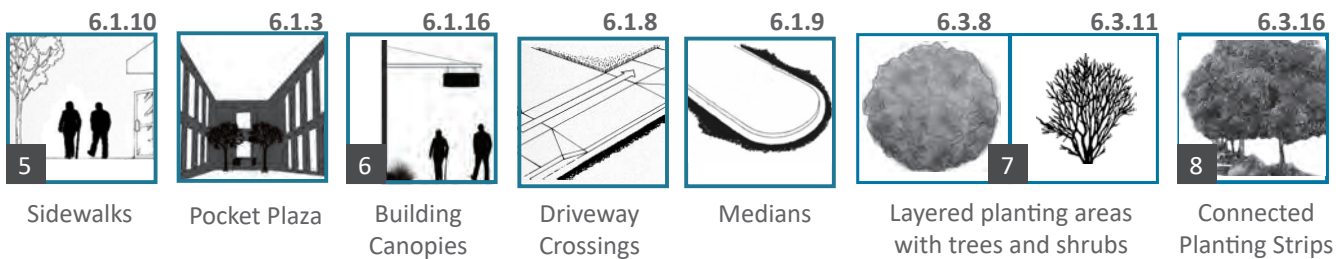
-  req. 20' perimeter buffer
-  standard segment
-  planted median
-  tree preservation segment
-  retail frontage
-  art walk frontage
-  potential through-block connection
-  potential signaled pedestrian crossing
-  potential bike route / lane
-  existing bus shelter / stop
-  significant tree
-  new conifer tree planting
-  pocket plaza
-  celebrated intersection
-  artwalk plaza



108th Avenue NE
Corridor Plan

| 108TH AVENUE NE: FRONTAGE OVERVIEW |

The commerce signature along 108th Avenue NE is supported by standard frontages, retail frontages and tree preservation frontages, which together form an integrated, business-oriented streetscape. These frontages are supplemented by a planted median frontages, which provides traffic calming along the street, and allows for easier pedestrian street crossings. Toolkit items, such as bike parking, on-street vending, kiosks and wayfinding further articulate the unique signature at downtown Bellevue's business center.



| 108TH AVENUE NE: FRONTAGES |



STANDARD FRONTAGE - 16'

This frontage provides an element of continuity along a street within a typical 16' sidewalk which includes a 4' planting strip. Generally three modules occur between the corner of a block and the mid-block; two provide seating, the third may have bicycle parking, art, bus shelter, etc. They can occur in any sequence.

- 2' building zone
- 8' clear walk zone
- 4' planter zone
- 2' curb zone

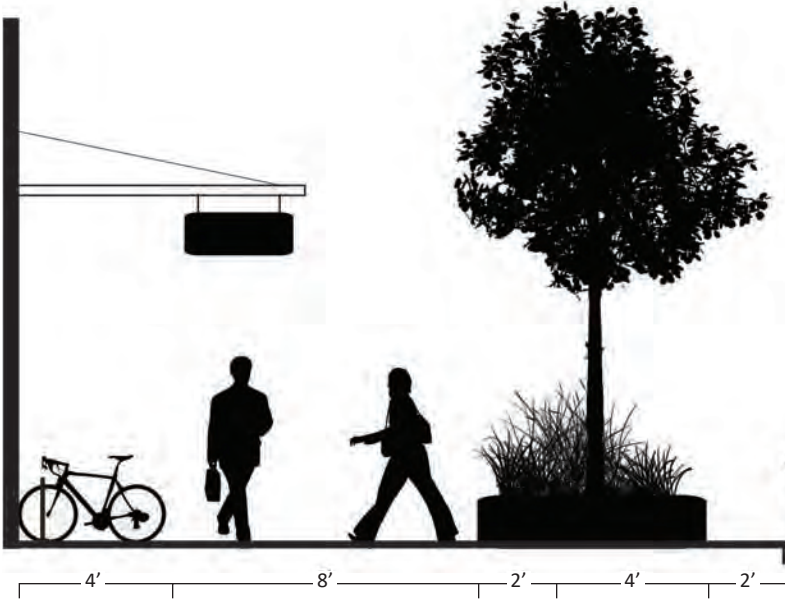


TREE PRESERVATION FRONTAGE - 18'

The tree preservation frontage allocates extra space within the planter zone, in order to protect existing trees during new development.

- 2' building zone
- 8' clear walk zone
- 6' planter zone
- 2' curb zone

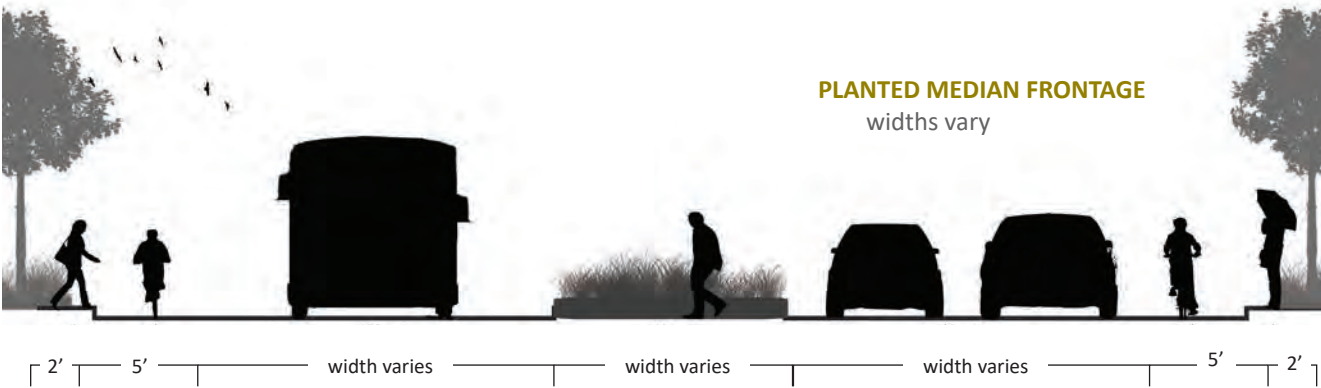
| 108TH AVENUE NE: FRONTAGES |



RETAIL FRONTAGE - 20'

The retail frontage allocates a bit more room within the building and planter zones, in order to enhance the pedestrian experience.

- 4' building/seating zone
- 8' clear walk zone
- 6' planter zone
- 2' curb zone



PLANTED MEDIAN FRONTAGE

widths vary



| 4 Crosstown Connections |





| 4 CROSTOWN CONNECTIONS: CHAPTER CONTENTS |

CROSTOWN CONNECTIONS

Overview 4.1.1
Street Life 4.1.2
Before & after simulation4.1.3

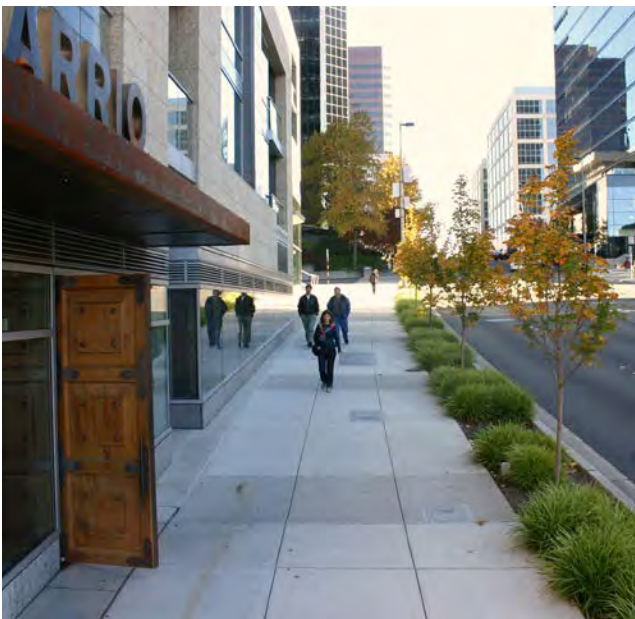
NE 4TH & NE 8TH STREETS

NE 4th Corridor Plan 4.2.1
NE 4th Frontages 4.2.2
NE 8th Corridor Plan 4.2.1
NE 8th Frontages 4.2.2

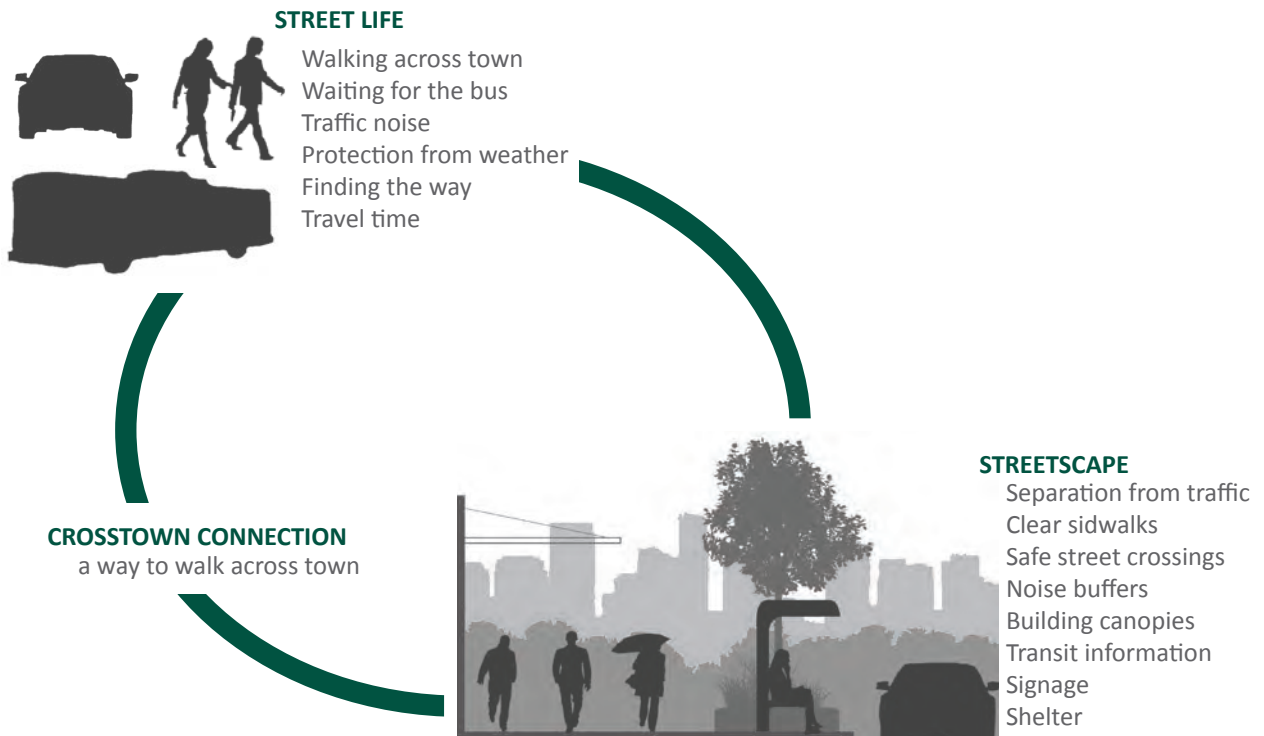


A WAY TO WALK ACROSS TOWN...

Running parallel to the district grain, this east-west connector supports significant vehicular capacity resulting in a scale less conducive for pedestrian comfort. Key design elements need to accommodate visibility and user interaction from moving vehicles while enhancing pedestrian comfort and enjoyment to encourage walking along these corridors. The introduction of a central planted median and terrace segment, where possible, will allow for a softening of scale while providing an element of continuity along the corridor and linear gateway treatments. This combined with new distinct street lighting will provide a quick glance welcome from the vehicular viewpoint. An enhanced planting buffer combined with properly located benches will provide a more enjoyable walking experience within the standard frontage.



CROSTOWN CONNECTIONS: STREETLIFE



ELEMENTS OF A CROSTOWN CONNECTION



Shelters at bus and transit stops provide an important amenity for pedestrians waiting to use public transportation. Shelters increase the safety and comfort of commuters, and can also add visual interest to the streetscape. Courtesy of Greg Griffin, www.pedbikeimages.org.



Planted buffers between pedestrians and cars not only improve the aesthetics of the street, but also its safety. Plants buffer walkers from traffic noise, and the flow of traffic, by designating a clear pedestrian corridor. Courtesy of Dan Burden, www.pedbikeimages.org.

| CROSTOWN CONNECTIONS: SIMULATIONS |



NE 4th Street & 106th Avenue NE - BEFORE



NE 4th Street & 106th Avenue NE - AFTER

| NE 4th & NE 8th Streets |



NE 4TH STREET: CORRIDOR PLAN

NE 4th Street is an auto-bias street; one that calls for a pedestrian friendly environment, but is intended to accommodate high volumes of traffic. The corridor design is predicated on buffering pedestrians from the traffic with landscape elements. The frontage designs call for curbside plantings, terraced planting where possible, planted medians and preserving some of the most mature and beautiful trees in the downtown area.

LEGEND

- standard frontage
- garden walk frontage
- planted median
- req. 20' perimeter buffer
- existing through-block connection
- potential through-block connection
- potential signaled pedestrian crossing
- mid-block crossing opportunity (potential pedestrian bridge accommodation)
- new conifer tree planting
- significant tree
- landmark tree
- pocket plaza
- art walk plaza
- celebrated intersection
- gateway



NE 8th Street Corridor Plan

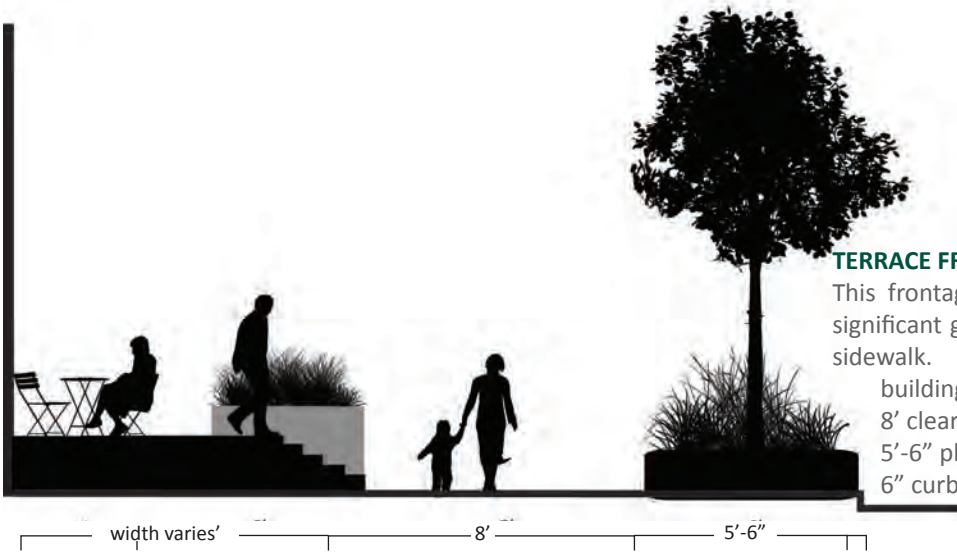
| NE 4TH STREET: FRONTAGES |



STANDARD FRONTAGE - 16'

This frontage provides an element of continuity along a street within a typical 16' sidewalk which includes a 4' planting strip. Generally three modules occur between the corner of a block and the mid-block; two provide seating, the third may have bicycle parking, art, bush shelter, etc. They can occur in any sequence.

- 2' building zone
- 8' clear walk zone
- 4'-6" planter zone
- 1'-6" curb zone



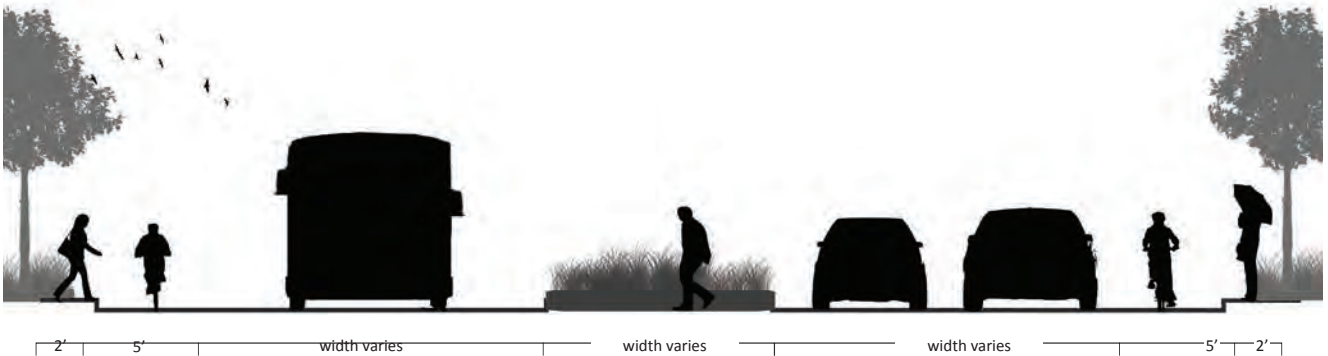
TERRACE FRONTAGE - 20'

This frontage can be used when there are significant grade changes between along the sidewalk.

- building zone varies
- 8' clear walk zone
- 5'-6" planter zone
- 6" curb

PLANTED MEDIAN

widths vary



NE 8TH STREET: CORRIDOR PLAN

NE 8th Street is an auto-bias street providing the key entryway to the Downtown. It will continue to carry high traffic volumes, but must also provide a pedestrian-friendly environment as it is a main frontage for The Bravern and The Bellevue Collection. The corridor design is predicated on buffering the pedestrians from traffic with landscape elements, taking advantage of existing garden-like streetscapes, and expanding them where possible. The frontage design identified call for curbside plantings, preserving some of the most mature trees in teh Downtown, installing new conifers to tell the story of the city in a park, and planted medians.

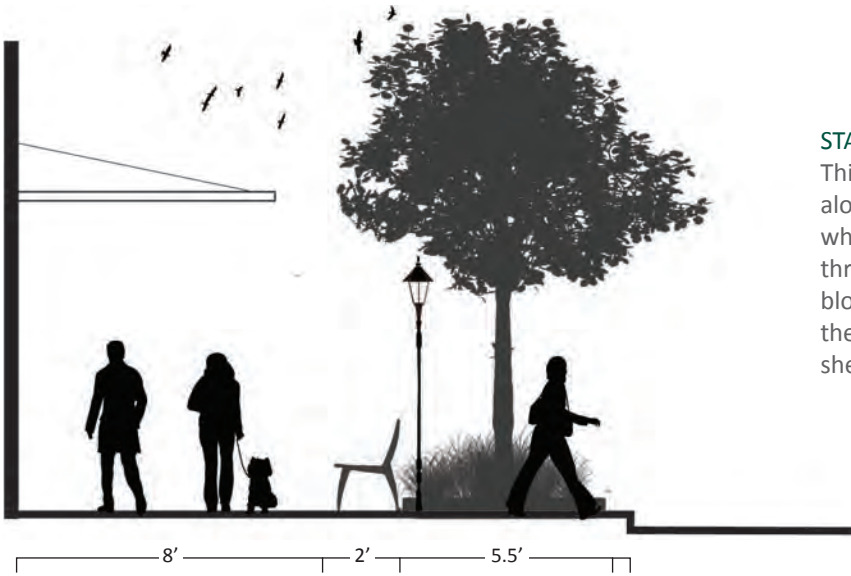
LEGEND

- standard frontage
- terrace frontage
- planted median
- req. 20' perimeter buffer
- future expansion of Downtown Park
- existing through-block connection
- potential through-block connection
- mid-block crossing opportunity (potential pedestrian bridge accommodation)
- new conifer tree planting
- significant tree
- pocket plaza
- art walk plaza
- celebrated intersection
- gateway



NE 4th Street Corridor Plan

NE 8TH STREET: FRONTAGES



STANDARD 16' FRONTAGE

This frontage provides an element of continuity along a street within a typical 16' sidewalk which includes a 4' planting strip. Generally three modules occur between the corner of a block and the mid-block; two provide seating, the third may have bicycle parking, art, bus shelter, etc. They can occur in any sequence.

- 8' clear walk zone
- 2' seating zone
- 5.5' planter zone
- 6" curb



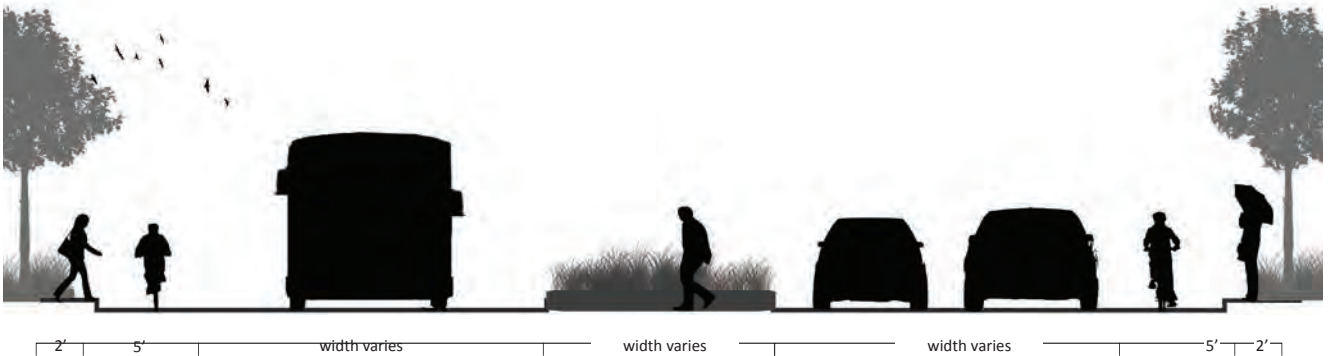
GARDEN WALK 19' FRONTAGE

The garden walkway integrates planted areas on either side of the clear walk zone, to bring a more buffered and gardenesque feeling to the streetscape.

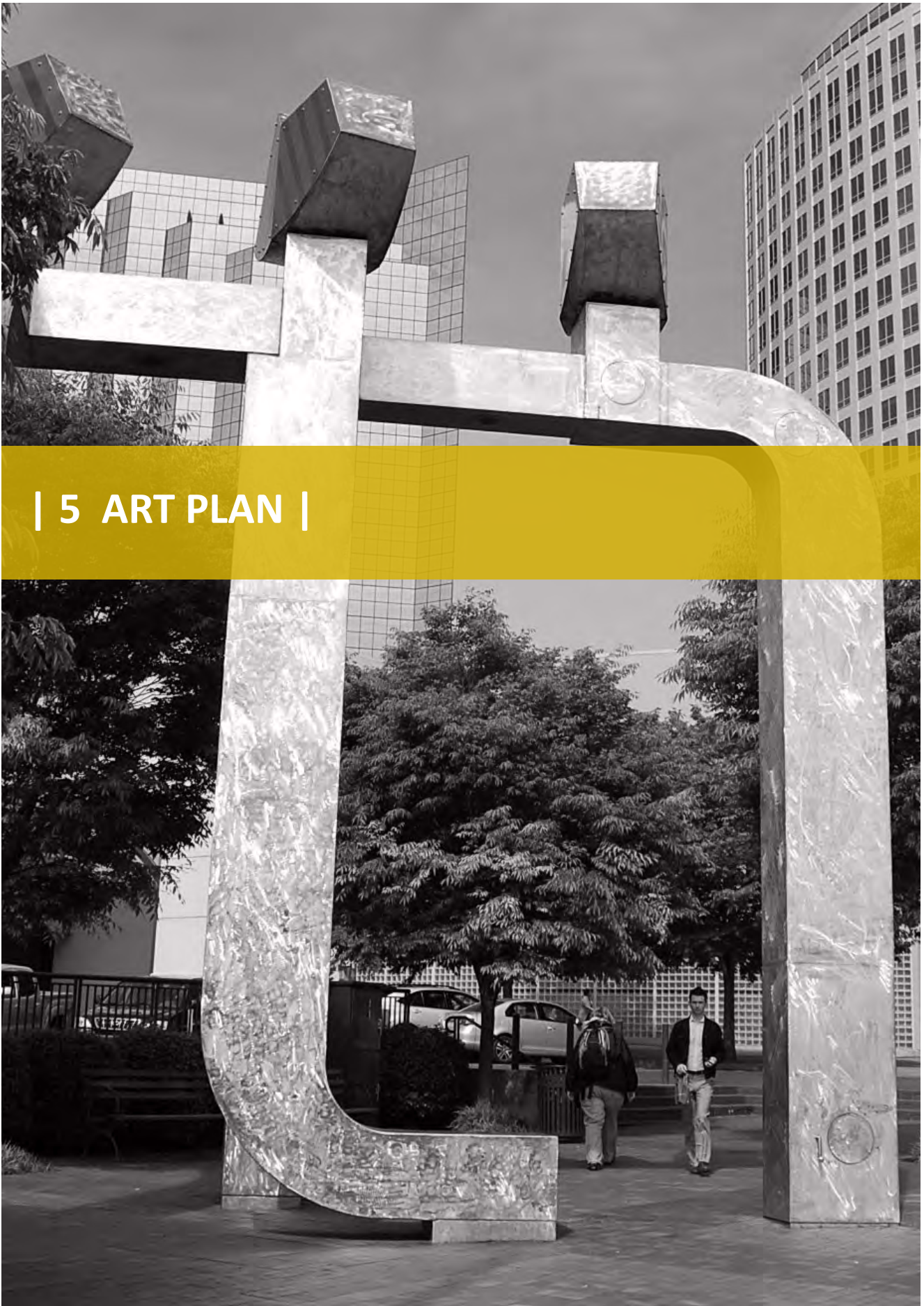
- planter width varies
- 8' clear walk zone
- planter width varies

PLANTED MEDIAN 16'

widths vary



| 5 ART PLAN |





| 5 ART ELEMENTS: CHAPTER CONTENTS |

Art Plan Overview

System of Conductors	5.1.1
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Catalysts of Flow	5.1.3

Art Walk

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----------------------	-------

Circuits

Water	5.3.1
Landscape	5.3.3
Shopping	5.3.5
Entertainment	5.3.7
Commerce	5.3.9

| ART PLAN: SYSTEM OF CONDUCTORS |

FLOW

The Great Streets Art Element uses art to express the flow of activity and life in the downtown. Organized into thematic strands, or circuits, along several routes, art functions as a “System of Conductors,” catalyzing a flow of perception and experience as one moves along the circuit.

This “System of Conductors” locates art in specific downtown locations and links specific themes to those locations. The spine of this System is a network of “Circuits,” or strands of art. Just as a current can change character as it intersects or parallels another current, art themes alter, evolve or transform as they come into contact with other flows. These contacts are punctuated by special art events referred to as “Nodes” and “Interfaces.”

CIRCUITS

The “Circuits” consist of linear bands or integrated art elements running primarily through the signature street corridors and crosstown connections, in which an artist takes a functional piece of the streetscape, such as sidewalk paving or pedestrian lighting, and treats it artistically. These treatments are generally smaller in terms of their visual impact as art, although the messages they communicate can be quite profound.

A different theme, characterizes each Circuit: water, landscape, shopping, entertainment, and commerce that are linked to contextual conditions. The Circuits intersect, run parallel, intertwine, and build upon each other. One unique Circuit, the Art Walk, crosses all the other typological Circuits and passes through many of the Interface project areas.

NODES

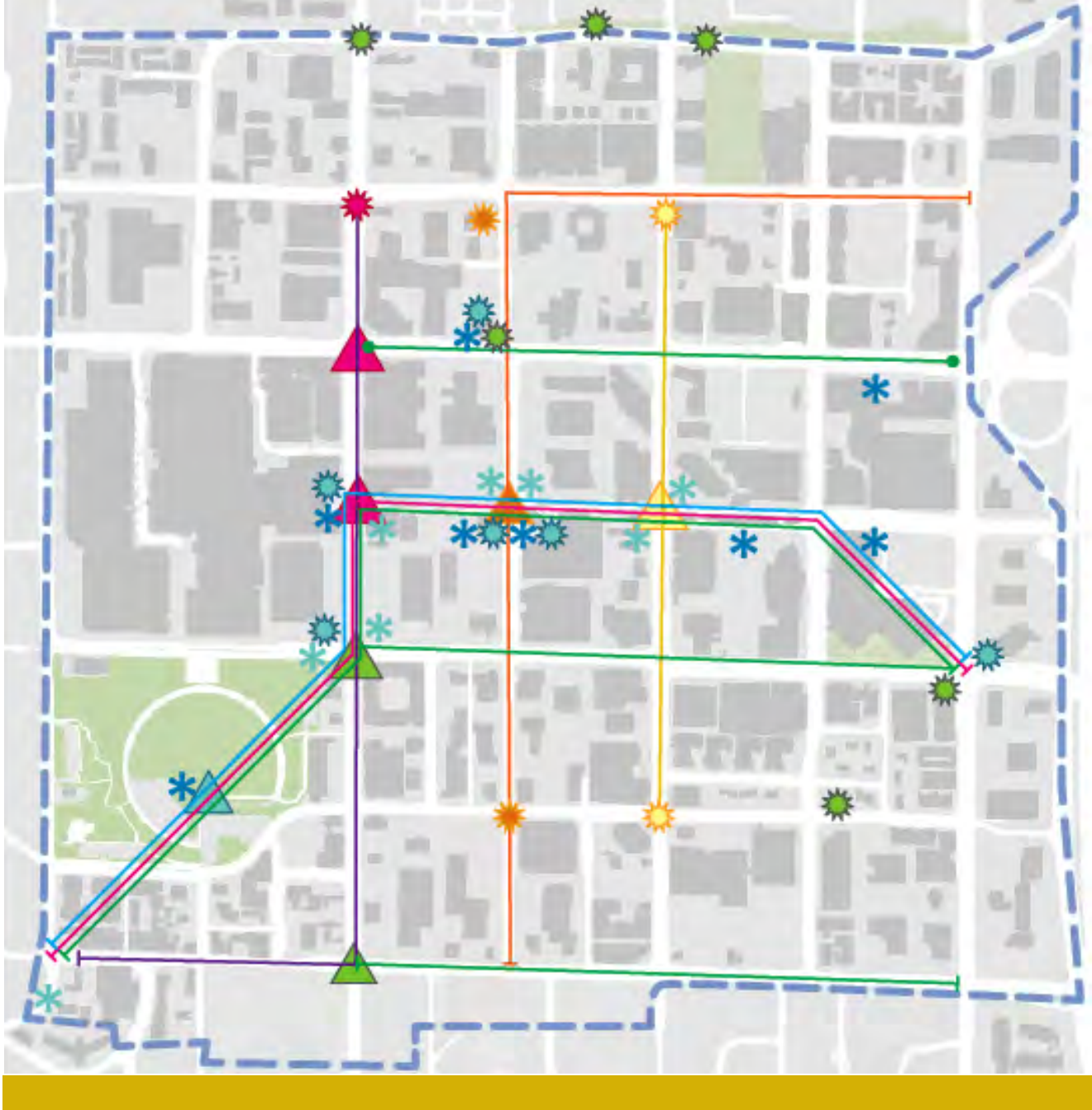
“Nodes” are stand-alone or integrated art projects. Each Node explores a single theme (water, landscape, shopping, entertainment, or commerce) within the System of Conductors. Key existing art projects already serve as Nodes to be built upon.

INTERFACES

“Interfaces” are major artworks at significant street intersections. They occur at gathering spaces where various Circuits intersect, and are conceived as places of transfer between the different art themes. At each Interface, one theme should be dominant. The Interface artworks should be at a scale large enough to be perceived by both vehicular passengers and pedestrians. The Art Walk runs through many of the Interfaces.

Walking through downtown Bellevue a sense of dynamic energy is apparent. To tap into this energy, art projects resulting from the Great Streets Art Elements Plan should incorporate various media that embody a quality of “flow,” creating environments responsive to and expressing the flow of people, nature, technology, information, and transportation that characterizes downtown.

| ART PLAN: OVERVIEW |



ARTWALK LEGEND

	downtown outline		commerce interface		commerce node
	artwalk circuit		water interface		water node
	shopping/display circuit		landscape interface		landscape node
	green/landscaping circuit		shopping interface		shopping node
	water circuit		entertainment interface		entertainment node
	commerce circuit		existing water		potential water
	culture/entertainment circuit				

| ART PLAN: CATALYSTS OF FLOW |

Whereas the “System of Conductors” locates the art in specific downtown locations and links specific themes to those locations, the “Catalysts of Flow” are the media that activate the art.

The Catalysts of Flow include:

Water	Manifestations of water in its different states, different surface appearances, and different rates.
Seasonal Change	Compositions of plants with changing colors, density, texture, and size.
Light	Artificial, solar-powered, and natural light emphasizing brightness, color, reflectivity, and interactivity.
Sound	Audio soundscapes of artificial and natural sound amplified, distorted, re-contextualized, and made interactive.
Pedestrian Motion	Kinetic expressions of walking that tap into the pedestrian cycles of work and leisure, street interactions, and social behavior.
Vehicular Motion	Kinetic expressions of vehicle movements that respond to speed, perception when moving, and stop and go rhythms.
Performance	Temporary, staged, and non-staged performances and celebrations of events that are people-activated, culturally diverse, and unite the community.
Speech	Gatherings and assemblies of the community activated by dialogue and public speaking.
Time	Temporal activations and fluctuations expressed by momentary changes as well as diurnal, seasonal, and annual cycles.
Virtual Space & Technology	Cultural shifts of technology revealed through public interactions, networks, and cellular phones.

The Conductors promote and channel the Catalysts of Flow which in turn connect the real place to aesthetic revelation, allowing the artworks to continually exist “in the present moment” through the flow of their constantly transforming physical manifestations.

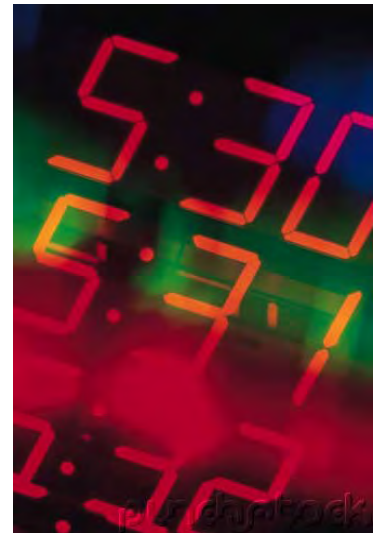
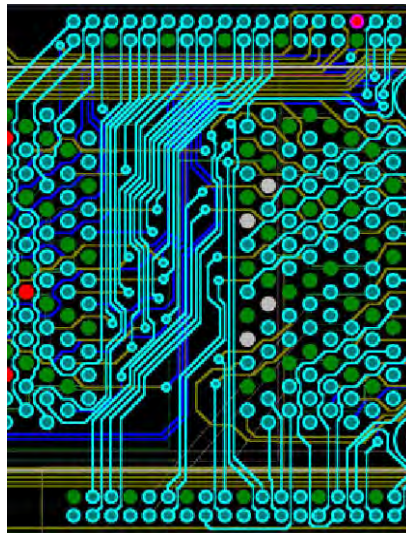
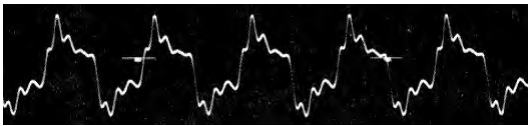
CITY IN A PARK

Bellevue’s identity as the “City in a Park” is reinforced in the art plan through a series of Nodes in the Landscape Circuit around the perimeter of downtown. These act as gateways into and out of the city. This landscape-based art emphasizes the use of landscape materials and processes in interesting and unexpected ways, while also tying into “green” landscape practices.

| ART PLAN: CATALYSTS OF FLOW |



S ART PLAN



Images of Catalysts of Flow themes

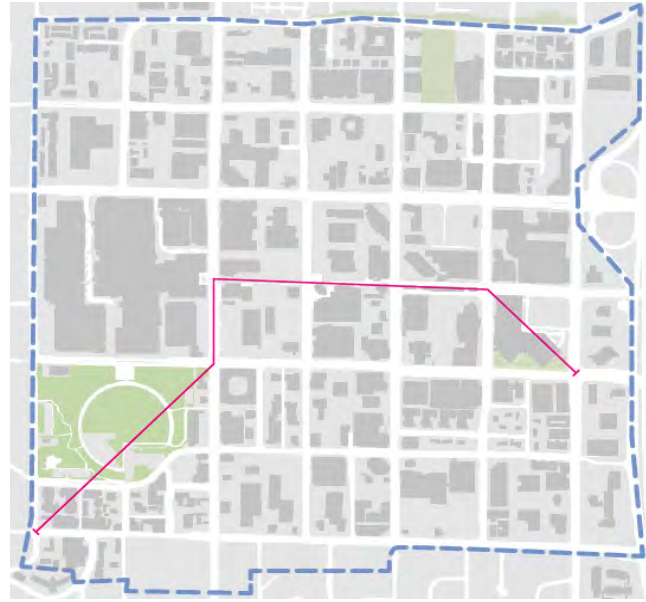
| ART WALK : ROUTE OVERVIEW |

ROUTE

The Art Walk begins at City Hall, runs down NE 6th Street to the Bellevue Arts Museum, turns south down Bellevue Way, leads into Downtown Park and on to Meydenbauer Park and Bay

CONCEPTS

While the Art Walk crosses all circuits, it is especially linked to the Water Circuit. The art along this circuit activates the passage from downtown to the waterfront through the use of water, reinforcing Bellevue's relationship to Lake Washington. The Art Walk becomes a directional, wayfinding device, flowing downhill to the lake.



Intersection of NE 6th Street and 110th Avenue NE, looking southeast to City Hall.



Existing pedestrian corridor on NE 6th Street, between 106th and 108th Avenues NE.



Bellevue Art Museum entry on Bellevue Way.



Bellevue Way at NE 6th Street, in front of Bellevue Square.



NE 6th Street, between Bellevue Way and 106th Avenue NE, with Bellevue Art Museum on right.



Existing special paving at pedestrian intersection at the corner of Bellevue Way and NE 6th Street.



| ART WALK: ROUTE OVERVIEW |



Art in the City of Bellevue

| CIRCUITS: WATER |

CONCEPT

Art in the Water will make water more visible through its integration into multiple systems, including rainwater, irrigation water, drinking water, water fountains, and water paths—when possible combining several of these systems. The art will collect, release, and channel water. In places where “real” water is not possible, water can be simulated through paving, lighting, electronic and other media arts.

CIRCUITS

The Water Circuit parallels the Art Walk into the Downtown Park and on to Meydenbauer Bay. Water Circuit art is focused primarily on using rainwater and irrigation water both functionally and artistically, and might include: sculptural awnings, roof gutters, and drainpipes integrated into building facades that channel rainwater; runnels in sidewalks, planter strips, and medians that activate rainwater; irrigation expressed artistically; and artist-designed drinking fountains that could also supplement irrigation.

NODES

Water Nodes are envisioned as fountains that combine sculpture, water, light (and other Catalysts of Flow) to express aspects of their context. The Water Node marking the Downtown Park entry at Bellevue Way and NE 4th Street connects the city’s commercial energy with its natural energy through the element of water.

INTERFACES

A Water Interface occurs on the south side of Downtown Park. It combines Water and Landscape themes, with an emphasis on Water, for instance a sculptural cistern that collects water and channels it to a rain garden.



5 ART PLAN

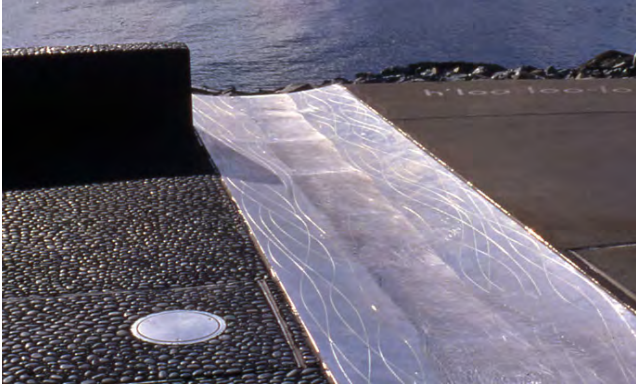


Captured rainwater held in cistern and redirected to plants. © 2003 Buster Simpson, Beckoning Cistern



Interactive irrigation water. © 2004 Nobuho Nagasawa, Seeding Time

| CIRCUITS: WATER |

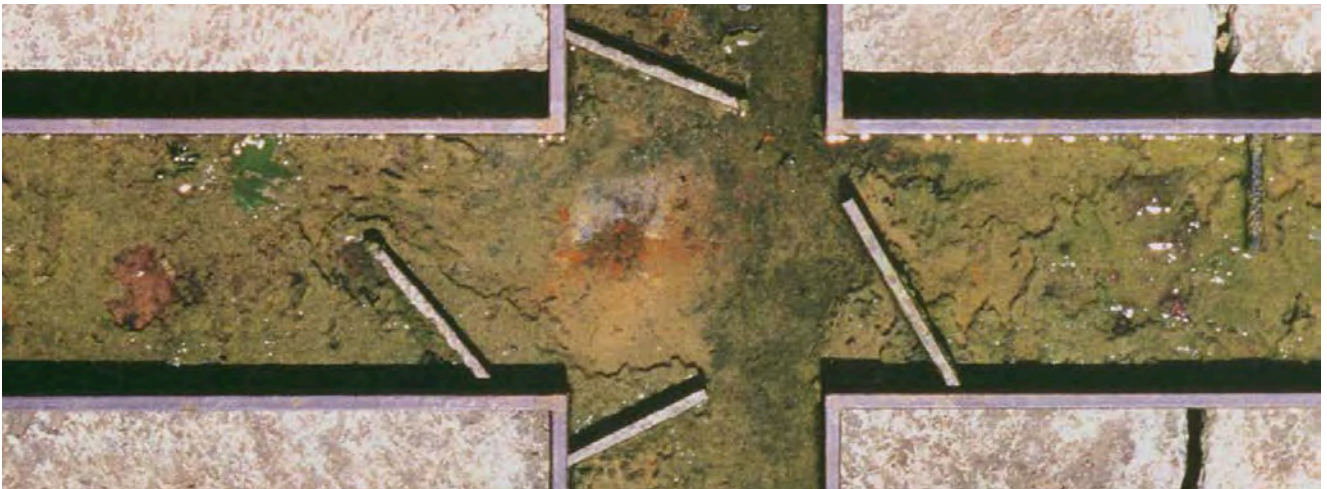


Rainwater channeled through sculptural paving features. © 2003 Laura Haddad, Undercurrents



Sculptural drainpipe transports water. © 2007 Haddad|Drugan, Lineage

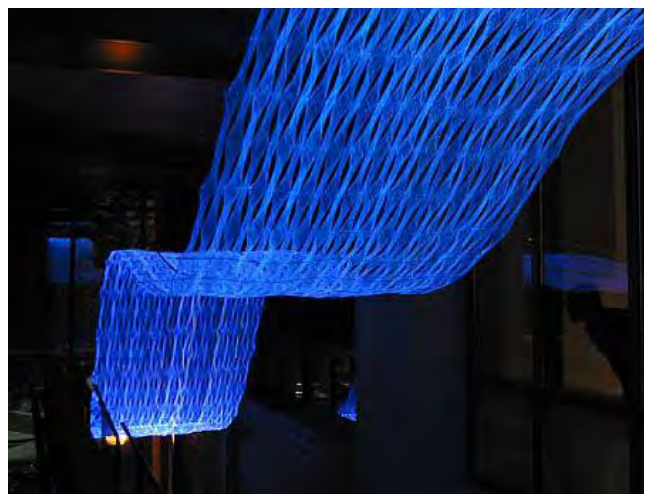
5 ART PLAN



Rainwater runnels that activate water. © 1995 Kathryn Gustafson, Court of Appeals



Water expressed through paving pattern. Cobblestone paving at Rossio Square, Lisbon



Water expressed through light at Seattle City Hall. © 2005 Nabuho Nagasawa, Water Weaving Light Cycle

| CIRCUITS: LANDSCAPE |

CONCEPT

Art in the Landscape uses plants, soil, and grade change to emphasize the “city in a park” theme. The art might include painterly use of plant colors, textures, fragrances, and seasonal effects; and sculptural pots, trellises, and green walls. Art with a Landscape theme is a component found in each of the gateways ringing the perimeter of downtown.

CIRCUITS

Landscape Circuits occur along various downtown street corridors, primarily in planter strips and medians, with areas of emphasis on parts of Bellevue Way, NE 6th Street, NE 8th Street, NE 4th Street, and Main Street which connects to the Lake to Lake Trail.

NODES

Landscape Nodes – let the gateways be stand-alone elements – see “concepts” above

INTERFACES

Landscape Interfaces are place-making artworks at four intersections. While art for these intersections will likely include special paving, a landscape theme should be expressed, either through the paving pattern or additional planted/sculptural/earth elements that might express other relevant themes such as Water or Shopping.

Special emphasis should be given to the Landscape Interface at Bellevue Way and NE 4th Street, as it is along the Art Walk and the primary link between Downtown Park and the urban streetscape of downtown.

The Landscape Interface at the intersection of Bellevue Way and Main Street is a gateway to both the Shopping District and Old Bellevue, and provides a unique opportunity for art to come along with shopping, water, and landscape motifs.



Green wall. © 2003 Klein Dytham, Green Green Screen



Lighting dramatizes paintings.

| **CIRCUITS: LANDSCAPE** |



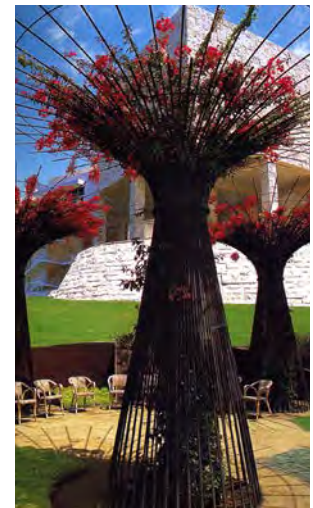
Plantings in cultural patterns. © 2005 Ann Chamberlain, Golden Gate Park Basket Pattern Earthwork



Plantings with bands of color. © 1994 Jenny Holzer, Black Garden



Utilitarian surprises and micro ecosystems. © 1999 Buster Simpson, Vertical Landscape Downspouts



Sculpture as vine trellis. © 1997 Robert Irwin, Central Garden (Getty Center)



Earthwork as monumental gateway. © 1980 Andrew Leicester, Cloverleaf



Green gateway over I-405. Burlington Northern Railroad Bridge, over I-405 in Bellevue

| CIRCUITS: SHOPPING |

CONCEPT

Art in the Shopping theme is focused on Bellevue Way, reinforcing its designation as a “shopping street”.

Since Bellevue Way also includes the Bellevue Arts Museum, art within the Shopping Typology may include aspects of display and exhibition, as well as the shopping experience of seeing and being seen. The art might incorporate reflective materials that draw on shop mirrors, and “art windows” in storefronts and sidewalks with both permanent and temporary displays. Another way to manifest the Shopping Circuit is through art masquerading as signage.

CIRCUITS

Shopping Circuits extend along Bellevue Way from NE 10th Street to Main Street, passing by Bellevue Square; and along Main Street, through the heart of Old Bellevue. Art along the Shopping Circuit could be integrated into sidewalks, building facades and canopies as well as seating and lighting.

NODES

A Shopping Node is located at the intersection of Bellevue Way and NE 10th Street. Art here should act as a gateway into the shopping district. It could incorporate many of the ideas described above, but at a larger scale that can be perceived from a vehicle.

INTERFACES

A Shopping Interface occurs at the intersection of Bellevue Way and NE 6th Street. As a nexus of multiple conditions and Circuits, this Interface threads the main pedestrian spine of the Art Walk through the Bellevue Art Museum entry, Bellevue Square entry, and Westin Hotel entry. The art Interface could include paving that acts as a foreground for shopping, and emphasizes relationships of seeing and being seen.

A second Shopping Interface is located along Main Street in the heart of Old Bellevue. Art here could mark linkages between current and historic retail operations, as well as the elements of landscape and water that characterize its nearby context.



| CIRCUITS: SHOPPING |



Signature sculpture with reflectivity and interaction speaks to the phenomenon of “see and be seen”. © 2004 Anish Kapoor, Cloud Gate



Shop windows house art. © 2006 Olafur Eliasson, Eye See You

5 ART PLAN



Artist-designed signage speaks to themes of display and consumerism. Shop windows as art Shop windows as art. © 2006 Rebecca Hackemann, Peek (left). © 1967 Jenny Holzer, The True Artist Helps the World by Revealing Mystic Truths (Window or Wall Sign) (right)



| CIRCUITS: ENTERTAINMENT |

CONCEPTS

Art in the Entertainment theme is focused on 106th Avenue NE, reinforcing its designation as the “entertainment street” and occurs on adjacent legs of NE 6th Street and NE 10th Street as well.

Throughout the entertainment district the streetscape is conceived as outdoor theater, with pedestrians acting as both the performers and audience, and the art activated by human interaction. Some art here could be temporary.

CIRCUITS

Art along the Entertainment Circuit includes enhancements to standard streetscape elements like sidewalks, pedestrian lighting, and planting. Paving is treated like a stage, with integrated interactive elements of electronic media and sculpture, and theatrical lighting that turns landscape into a stage set.

NODES

Entertainment Nodes are located in front of the Tateuchi Performing Arts Center and at the northeast corner of the Bellevue Arts Museum. These might use various entertainment media such as electronic music players, wireless access to artworks, sound and light shows, and projections; or include kiosks that unfold to become temporary theater spaces. Entertainment Nodes might also include a continuously changing series of temporary artworks integrated into sidewalks, plazas, and building facades.

INTERFACES

The Entertainment Interface at the intersection of 106th Avenue NE and NE 6th Street has the potential to be the landmark, signature place that identifies Bellevue. It



5 ART PLAN

is in the center of downtown, and at the base of NE 6th Street’s pedestrian staircase. It could build upon Compass Plaza and the existing water and kinetic art pieces already located there. Multiple Circuits, including the Art Walk, Entertainment, Water, and Landscape Circuits, intersect at this Interface, setting up a scenario for the joint performance of culture and nature through art that is activated by natural forces such as rain and plants, cultural forces such as people and performance, and artificial media such as lighting and electronic-based artwork.



Theatrically-lit trees. © 2007 Dan Corson, Luminous Conjunction

| CIRCUITS: ENTERTAINMENT |



Temporary art enlivens the street. © 1986 Jenny Holzer, Truisms (left); Paving and lighting as outdoor theater. © 1998 Martha Schwartz, Flying Saucer Grove (right).



Artist-designed kiosks unfold into temporary stages. © 1993 Jorg Joppien, Grid Iron (left); © 2006 Brut Deluxe Arquitectos, Kiosco (right).



Interactive paving, both electronically and physically activated. © 2004 Chris Salter, Erik Adigard, Mathew Biederman, Gregory Cowley, chronopolis (left); © 1982 Jack Mackie, Dance Steps on Broadway (right).

| CIRCUITS: COMMERCE |

CONCEPTS

Art in the Commerce Typology is focused on 108th Avenue NE, between NE 8th Street and NE 2nd Street. This reinforces the designation of 108th Avenue NE, the central locus for Bellevue’s flourishing business community, as the “commerce street”.

Art tying into the Commerce theme could include international languages, currency, the technology and devices that characterize business. A fascinating aspect of the district, which art may draw on, is the phenomenon of waves of people moving through the streetscape during commuting times at the beginning and end of the workday, as well as at lunchtime. The adjacent transit center is a pulse point for this daily flow and ebb as may be light rail if the downtown alignment is located along 108th. Throughout the commerce district art might use materials that acknowledge business’ vision, creativity and innovation.

CIRCUITS

The Commerce Circuit should include art integrated into sidewalks and building facades. Art in the sidewalks might reflect the pulsing streams of pedestrians and the coinciding streams of information and transportation that flow through the commerce district.

NODES

Commerce Nodes, such as that located at the intersection of 108th Avenue NE and NE 2nd Street, might include sculpture that explores business devices and themes.

INTERFACES

The Art Interface at the intersection of 108th Avenue NE and NE 6th Street, focusing on the west side of 108th, is at the high point of downtown Bellevue. This Interface transitions

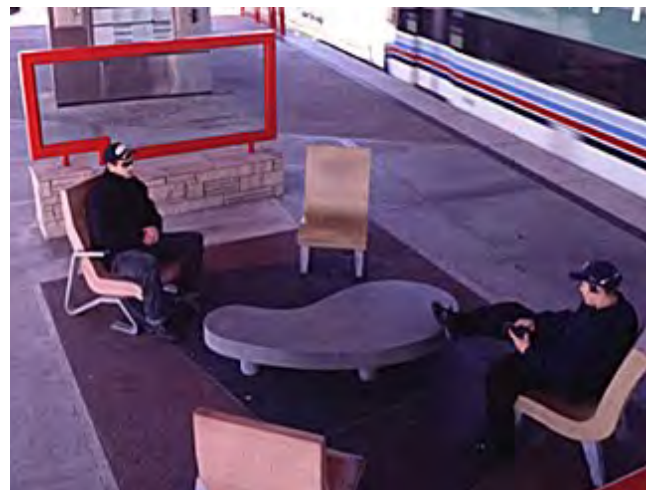


5 ART PLAN

between Circuits of Commerce, Water, and Landscape, and is an important point along the Art Walk. Art here can act as a conceptual “headwaters” that describes the flow of water and people west down NE 6th, toward the waterfront. The art could consist of either real or virtual water. This location might also include an artist-designed “outdoor conference/garden room” that ties together themes of commerce and landscape, again reinforcing the notion of Bellevue as the “City in a Park.”

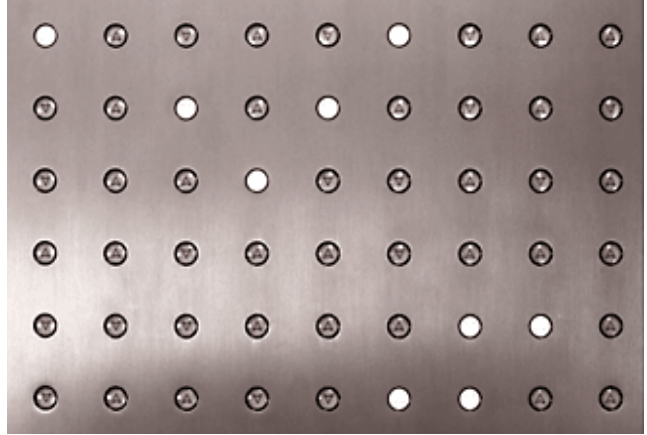


Art that reflects streams of information and workers. © 2005 Thomas Laureyssens, Pedestrian Levitation



Art as outdoor conference room. © 1995 Richard Turner, Untitled (Metrorail Aviation Boulevard Station, Los Angeles)

| CIRCUITS: COMMERCE |



Art about the international languages, currencies, technologies, and devices of business. Clockwise from top left: © 2001 Brad Miller, 50,000 Pennies; © 2001 Brad Miller, Elevator Life; © 2004 Jenny Holzer, Departures Board; © 1997 Janet Zweig, Your Voices; © 2004 Jaume Plensa, Crown Fountain; © 2004 Ann Hamilton, Floor of Babble.



| 6 Streetscape Design Toolkit |





Downtown Bellevue Streetscape Design Guidelines | 6.0.1

6 STREETScape DESIGN TOOLKIT: CHAPTER CONTENTS

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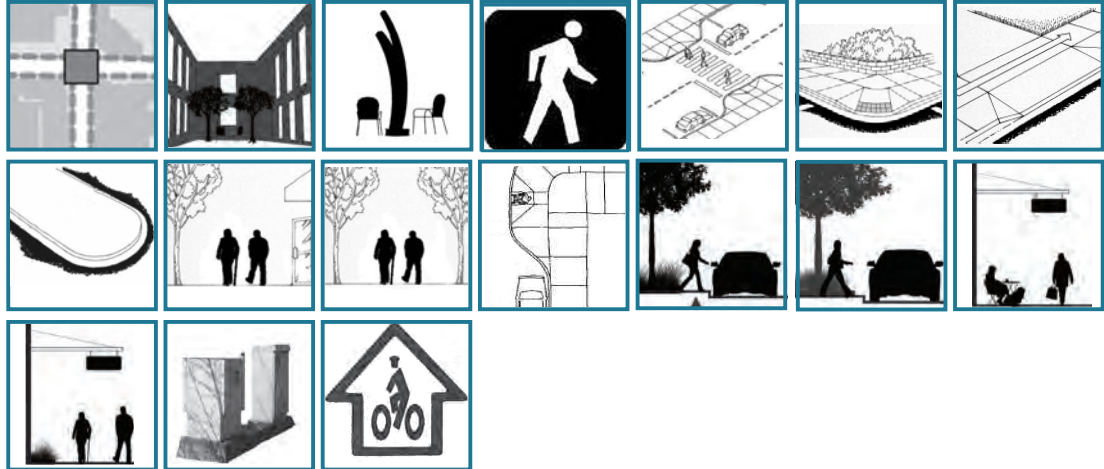


| Geometry |



GEOMETRY: ELEMENTS

GEOMETRY



MATERIALS



LANDSCAPE



LIGHTING



SITE FURNISHINGS



CELEBRATED INTERSECTIONS



The easiest way to understand the idea of a celebrated intersection is to think of it as a square. By installing a series of squares along the signature street corridors, the street is reoriented to pedestrians, and further defined as a shopping, entertainment or commerce destination. Celebrated intersections continue to allow automobiles to pass though. The proposed changes will reconfigure the edges and floor of the intersection to make it a more appealing place for pedestrians while maintaining its functionality as a major artery.

Gateways, located at select edges of downtown Bellevue, are enhanced celebrated intersections, which highlight the entrances of the city center. These spaces include the amenities of celebrated intersections, but also carry specific signage, such as gateway boundary markers.



BENEFITS:

Art opportunities; Improves pedestrian scale

USAGE:

Moderate

DESIGN REQUIREMENTS:

See Streetscape Diagram (Chapter 2) and Art Plan (Chapter 5)



Westlake Center Plaza, Paving Pattern, Seattle, WA

PLAZAS: POCKET PARK/PLAZA



Pocket plazas can provide an important space for downtown workers and residents to rest, gather, meet or socialize. From hardscape urban plazas to softscape mini-parks, pocket plazas take a variety of forms. Sun exposure, protection from adverse weather, noise levels, sightlines and the choreography of seating areas are all important considerations for pocket plaza design.



- BENEFITS:** Art opportunities; Pedestrian amenities; Ecological benefits
- USAGE:** Moderate
- CONSIDERATIONS:** Ensure that there is adequate space for both plaza and sidewalk. Open plazas with moveable elements are flexible to different types of use, such as events, markets, etc.



Paley Park offers a small plaza space for Manhattan residents. Courtesy of www.flickr.com/photos/saitowitz



PLAZAS: ART WALK PLAZA



Pocket plaza off of Bellevue Way NE

Art walk plazas are pocket spaces within the downtown street network that offer opportunities for public artworks and temporary art installations. These spaces can be high-traffic areas, or quiet corners of downtown where residents can sit, meet-up with friends



- BENEFITS:** Art opportunities; Pedestrian amenities; Ecological benefits
- USAGE:** Moderate
- CONSIDERATIONS:** See Art Plan; GSDG Toolkit-Pocket Plazas (section 6.1.3)



STREET CROSSING: PEDESTRIAN CROSSWALK



Crosswalk at Bellevue Way NE and NE 6th Street in Bellevue.

Crosswalks are important elements of a city’s street network that increase pedestrian safety and circulation. Clear delineation of the crosswalk area, appropriate crossing times and the length between crosswalks are all important considerations of crosswalk design. Subtle cues in texture and color can provide reminders that vehicles are entering a pedestrian route.



- BENEFITS:** Increased pedestrian safety and circulation; slower traffic speeds.
- USAGE:** Wide
- CONSIDERATIONS:** Timed crossings should take into account different walking speeds (e.g. elderly, children, etc.)
- DESIGN REQUIREMENTS:** See COB Transportation Design Standards



Street crossing considerations for elderly pedestrians.
Courtesy of www.pedbikeimages.org / Dan Burden.



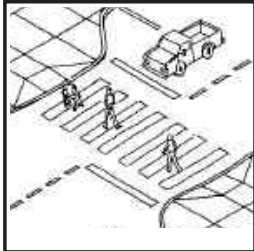
Street crossing considerations for parents and children.
Courtesy of www.pedbikeimages.org / Dan Burden.

STREET CROSSING: MID-BLOCK CROSSING



Mid-block crossing in Bellevue

Mid-block crossings are installed along long-blocks, to discourage illegal pedestrian street crossing. Mid-block crossings should be clearly marked, both for pedestrians, and for vehicular traffic. Decorated paving and street medians can be installed with mid-block crossings to provide an additional cue to drivers. Medians also shorten the crossing distance and provide additional protection to pedestrians at mid-block crossings.



BENEFITS:

Improves pedestrian circulation by shortening routes.
Decorated paving heightens visibility for drivers.
Mid-block crossings with medians provide additional protection from vehicular traffic.

USAGE:

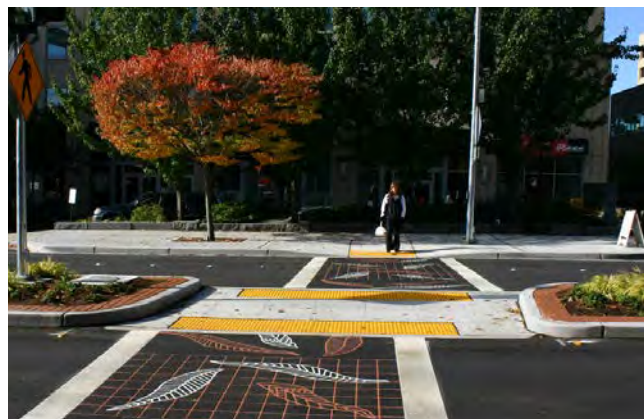
Limited

DESIGN REQUIREMENTS:

See COB Transportation Design Standards
See GSDG Chapter 2- Streetscape Diagram for potential locations and Toolkit - Materials: Imprinted Asphalt



Traffic perspective of mid-block crossing , Bellevue, WA.



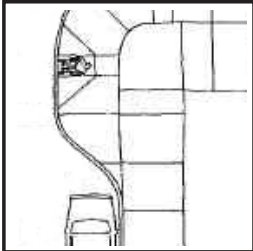
Pedestrian perspective of mid-block crossing, Bellevue, WA.

STREET CROSSING: CURB EXTENSION |



Curb extensions with plantings at UniverCity, BC. Courtesy of Carl Sundstrom, PBIC

Curb extensions installed at intersections can shorten pedestrian crossing distances, and buffer on-street parking areas from traffic. These spaces can be planted to soften the edge of the street, and bring greater ecological value to the street. Plants chosen for curb extensions should be low-growing, to ensure clear visibility for vehicle, bike and pedestrian traffic.



BENEFITS:

Improves pedestrian circulation by shortening crossing distances.
Planted curb extensions improve urban ecology.

USAGE:

Limited

CONSIDERATIONS:

Plant palettes for planted curb extensions should meet transportation height requirements. (See GSDG Toolkit-Landscape)

DESIGN

REQUIREMENTS:

See COB Transportation Design Standards



Curb extension, Kirkland, WA.
Courtesy of www.pedbikeimages.org / Dan Burden.



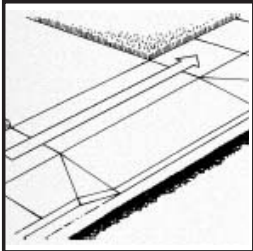
Curb extension, Bainbridge Island, WA.
Courtesy of www.pedbikeimages.org / Carl Sundstrom.

| STREET CROSSING: DRIVEWAY CROSSING |



Driveway crossings on Bellevue Way NE.

Driveway crossings can be challenging to pedestrians, as cars must cross the sidewalk to access off-street or underground parking areas. Driveway crossings must follow transportation guidelines to ensure clear sightlines. Clearly marked crossing areas, and continuous sidewalk pathways can also improve pedestrian safety and circulation.



- BENEFITS:** Carefully planned crossings improves pedestrian safety.
- USAGE:** Wide
- DESIGN REQUIREMENTS:** See COB Transportation Design Standards



Traffic perspective of a driveway crossing



Pedestrian perspective of a driveway crossing.

MEDIAN: STANDARD



Median

Medians are raised barriers which divide urban streets, offering a landing for pedestrians crossing busy arterials. They can also offer planting and some stormwater management opportunities. They help slow and manage traffic and increase safety on roads with busy center turn lanes.



BENEFITS:

Facilitates pedestrian crossing; opportunities for landscape

USAGE:

Moderate

CONSIDERATIONS:

Plants in medians are subject to height/sightline restrictions.

Evaluate ROW dimensions to ensure adequate width for medians and other pedestrian and bike amenities (bike lanes, wider sidewalks, etc.)

DESIGN

REQUIREMENTS:

See COB Transportation Design Standards



Planted median, Bellevue, WA



Planted median, Lansing, MI.
Courtesy of www.pedbikeimages.org / Dan Burden.

| SIDEWALKS: STANDARD SIDEWALK |



Sidewalk in Charlotte, NC, illustrating clear walkspace, plantings, and amenities. Courtesy of www.pedbikeimages.org / Dan Burden.

Sidewalks provide crucial routes for pedestrians that are separated from vehicular traffic. Almost all trips include a pedestrian connection, either at the beginning, in the middle, or at the end. Sidewalks increase public safety by reducing the number of car and pedestrian collisions, and can provide an inviting public space within the city.



- BENEFITS:** Allow pedestrian circulation of downtown streets; Engaging public space; Showcases for businesses, shops and restaurants.
- USAGE:** Wide
- CONSIDERATIONS:** 8' clear walking space for downtown sidewalks. Amenities improve the pedestrian realm. (Cafes, seating, vending, etc)
- DESIGN REQUIREMENTS:** See COB Transportation Guidelines



Universal access to sidewalks. Courtesy of www.pedbikeimages.org / Dan Burden.



Sidewalk amenities. Courtesy of www.pedbikeimages.org / Dan Burden.

| **SIDEWALKS: RIBBON SIDEWALK** |



Ribbon sidewalk at UniverCity, BC. Courtesy of www.pedbikeimages.org / Dan Burden.

Ribbon sidewalks incorporate more landscape areas into the streetscape, by adding planting areas on both sides of the sidewalk strip. These sidewalks promote safety, by increasing the buffer between pedestrians and vehicle traffic. They also bring ecological and aesthetic benefits to the streetscape.



- BENEFITS:** Increased traffic buffer; ecological benefits; aesthetic enhancement of streetscape.
- USAGE:** Moderate
- CONSIDERATIONS:** Plants at intersections may need to meet height requirements. Pedestrian sightlines should also be considered in design.
- DESIGN REQUIREMENTS:** See COB Transportation Design Standards



Ribbon sidewalk on NE 12th Street, Bellevue, WA



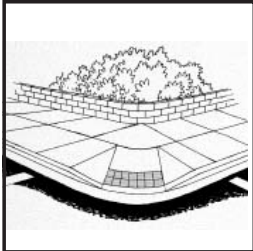
Ribbon sidewalk, Snowqualmie, WA. Courtesy of www.pedbikeimages.org / Dan Burden.

| SIDEWALKS: CURB EXTENSION |



Curb ramp in Issaquah, WA. Courtesy of www.pedbikeimages.org / Dan Burden.

Curb ramps facilitate sidewalk navigation for people who use wheelchairs, strollers, crutches, handcarts, bicycles and for pedestrians with mobility impairments.



- BENEFITS:** Increases pedestrian safety at crosswalks.
- USAGE:** Wide
- CONSIDERATIONS:** Design must comply with ADA standards.
Traction patterns should be detectable to blind pedestrians.
- DESIGN REQUIREMENTS:** See COB Transportation Standards



Curb ramps, Oswego, OR. Courtesy of www.pedbikeimages.org / Dan Burden.



Curb ramp. Courtesy of www.pedbikeimages.org / Dan Burden.

| SIDEWALKS: COURTESY STRIP |



Courtesy strip, Seattle, WA.

Courtesy strips provide a slight buffer between sidewalk plantings and on-street parking zones, to allow for door opening and car access without damage to the sidewalk landscape. Courtesy strips can be used in conjunction with planter walkways, to discourage foot traffic through the planters.



- BENEFITS:** Protects planted areas; improves access to on-street parking.
- USAGE:** Moderate
- CONSIDERATIONS:** Only necessary where there is on-street parking
- DESIGN REQUIREMENTS:** See COB Transportation Standards



Courtesy strip, Seattle, WA.



Courtesy strip, Seattle, WA.

| SIDEWALKS: PLANTER WALKWAY |



Planter walkways provide access to the sidewalk where there is a planted buffer along the street. Planter walkways should occur at reasonable distances along the on-street parking zone, to discourage foot traffic across the planters.



- BENEFITS:** Protects planted areas; Improves access to sidewalk from on-street parking.
- USAGE:** Moderate
- CONSIDERATIONS:** Primarily used in on-street parking areas. May also facilitate mid-block crossing access, etc.
- DESIGN REQUIREMENTS:** See COB Transportation Standards



| **SIDEWALKS: SIDEWALK SEATING/CAFES** |



Sidewalk Cafe in Bellevue

Seating areas can be an engaging amenity for an urban streetscape, particularly where they integrate with cafes and restaurants. Sidewalk cafes can help activate the sidewalks, both during the day and into the evening. They can also extend visits to a downtown district, as shoppers stop for something to eat and restaurant patrons browse local shops.



- BENEFITS:** Creates a more vibrant public realm; Promotes businesses and shops.
- USAGE:** Moderate
- CONSIDERATIONS:** Sidewalk seating is most effective when planned, but frontage retrofits can sometimes integrate seating into existing sidewalks. Shelter is an important consideration. (See Building Canopies -6.1.16)
- DESIGN REQUIREMENTS:** Railings are required for some cafes. (See Sidewalk Railing-6.5.15)



Sidewalk seating, Bellevue, WA.



Sidewalk seating outside a coffee shop. Stockholm, Sweden

| SIDEWALKS: BUILDING CANOPIES |



Building canopies can help shelter store entrances, as well as pedestrians walking along the street. Building facade design should consider continuous coverage along the streetscape, as well as materials that are light and/or transparent, to increase visibility at the street level.



- BENEFITS:** Weather protection for pedestrians
- USAGE:** Wide
- CONSIDERATIONS:** Continuous coverage along the width of the building-front. Drip lines within the pedestrian corridor should be avoided. Transparent materials help brighten the sidewalk.



| SIDEWALKS: UTILITY VAULT LOCATIONS |



Utility vaults should be located below ground, whenever possible, and vault access should be outside of the clear walk zone of the sidewalk. Where above ground vaults are necessary, locations should not interfere with the clear walk zones or street crossings. Decorative finishes on utility vaults, and integration with planted areas can help reduce visual clutter of the streetscape.



- BENEFITS:** Keeps sidewalk clear for pedestrian circulation; eliminates visual clutter of the sidewalk corridor.
- USAGE:** Wide
- DESIGN REQUIREMENTS:** COB Transportation Design Standards



Creative camouflage of an above ground utility vault.



Subgrade utility vaults located outside of clear walk space and planter walkway. Seattle, WA.

| BIKE LANES: STANDARD |



Bike Lane, Vancouver, BC.. Courtesy of www.pedbikeimages.org / Carl Sandstrom

Bike lanes are an important infrastructural element for any downtown street network. Bike lanes increase safety by allocating space for cyclists within the ROW. Lane striping and intersection paint can bring further attention to a street’s bike zone.



BENEFITS:

Increased safety for all roadway users; Downtown traffic reduction; Health benefits for bicycle commuters.

USAGE:

Limited

DESIGN REQUIREMENTS:

See COB Transportation Design Standards and the COB Pedestrian & Bicycle Transportation Plan Report



12th Ave. Green Street, Portland, OR.
Courtesy of www.pedbikeimages.org / Kevin Robert Perry



Bike Lane.
Courtesy of www.pedbikeimages.org / Stephen Faust



| Materials |

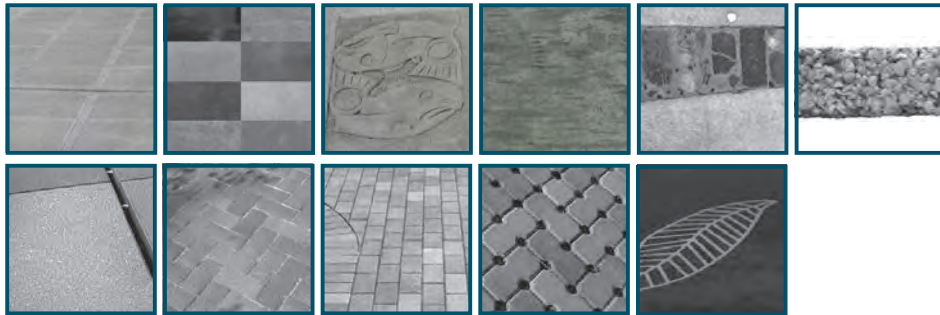


| MATERIALS: ELEMENTS |

GEOMETRY



MATERIALS



LANDSCAPE



LIGHTING



SITE FURNISHINGS



| CONCRETE: STANDARD PAVING |



Standard concrete paving pattern

Concrete is the standard paving material for sidewalks in Downtown Bellevue. It is installed with a 2' x 2' grid pattern, and color treatment of standard grey.



- BENEFITS:** Durable; Even walking surface;
- USAGE:** Wide
- DESIGN REQUIREMENTS:** Standard Grey, 2 ft. x 2 ft. Grid Pattern
See COB Transportation Design Standards

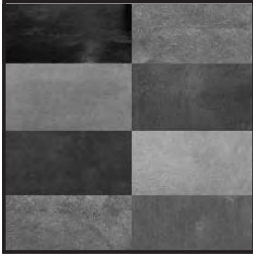


| CONCRETE: TINTED PAVING |



Decorative colored concrete at the Morton Arboretum in Lisle, IL. Courtesy of www.concretenetwork.com

Concrete can be stained in a vast array of colors to bring more visual interest to the streetscape. Color treatments can be continuous, or arranged into a pattern, such as a grid. Careful treatment of the ground plane can have a big influence on the character and identity of a place, whether it is a small sidewalk frontage or a large, open plaza.



- BENEFITS:** Visual interest;
- USAGE:** Wide



Decorative concrete at the Dos Lagos outdoor mall, CA. Courtesy of concretenetwork.com

| CONCRETE: STAMPED PAVING |



Sample of concrete stamping

Stamped concrete is another way of heightening the pedestrian experience through special treatments of the standard sidewalk material. Concrete can be stamped with patterns, special art pieces or text.



- BENEFITS:** Adds visual interest; Art opportunities
- USAGE:** Pilot



Stamped paving at Mukilteo Lighthouse Park, Mukileto, WA.

| CONCRETE: AGGREGATE FINISHES |



Exposed aggregate with decoration

Concrete can be finished in a number of way, from smooth surface treatments, to rougher surfaces with exposed aggregate.



BENEFITS:

Adds visual interest; Contributes to a stronger local identity; Art opportunities.

USAGE:

Varies

CONSIDERATIONS:

Outdoor walking surfaces require a certain degree of texture to minimize slipping.



Plywood finish



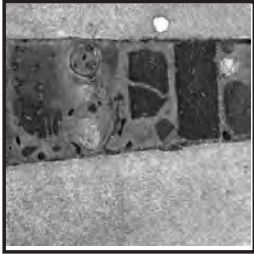
Exposed coarse aggregate finish.

| CONCRETE: DECORATED |



“Float” © Benson Shaw, 1997, West Hill Community Center. Image courtesy of Joe Manfredini, www.4culture.org

In addition to stains and finishes, concrete can also be decorated by setting accent materials directly into the wet surface. Such treatments are often small accents or art installations. These installations can help bring added visual interest and identity to the streetscape. Inset materials can also be used to highlight special features, such as a landmark tree or other historic element.



- BENEFITS:** Visual interest; Contributes to a stronger local identity; Art opportunities;
- USAGE:** Limited
- CONSIDERATIONS:** Decoration to a walking surface should not create a slipping hazard.



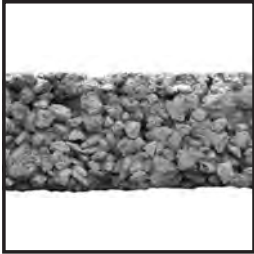
“Dancers’ Series: Steps” © Jack Mackie, Seattle.



| CONCRETE: POROUS PAVING |



Porous concrete paving is a special mix which allows for the infiltration of water through the paved surface. The material has been used for pathways and trails, as well as neighborhood streets and parking lots. Using porous concrete can help restore some natural drainage to urban areas which must remain paved.



- BENEFITS:** Helps manage stormwater; Improves urban ecology; Sustainable development practice
- USAGE:** Pilot
- CONSIDERATIONS:** Porous paving may wear differently than surrounding materials. May require special management practices to maintain porosity.

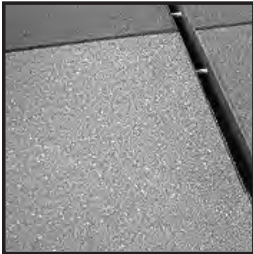


| RUBBER SIDEWALK: OPTIONS |



Rubber sidewalk

Rubber sidewalks are modular systems that a more flexible alternative to standard concrete and asphalt paving surfaces. They are particularly useful around street trees, as constrained roots can also result in uplifted pavers, and the need for sidewalk patching. Made from recycle tires, rubber sidewalks are also porous, increasing natural drainage in urban areas.



BENEFITS:

Modular structure makes for flexible installation over time; Reduces the need for patching around trees; Natural drainage and stormwater management functions; Sustainable and recycled building material.

USAGE:

Pilot



| STONE/BRICK: OPTIONS |



Stone accent paving in downtown Bellevue.

Stone and brick paving offers a nice accent to plazas, or special areas along a sidewalk. Stone can come in a variety of colors, and can be cut to create diverse patterns, particularly useful for plaza spaces, intersections and special entrances.



BENEFITS:

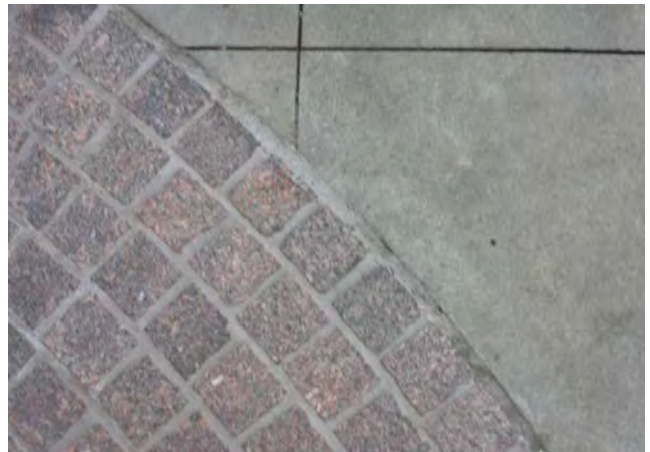
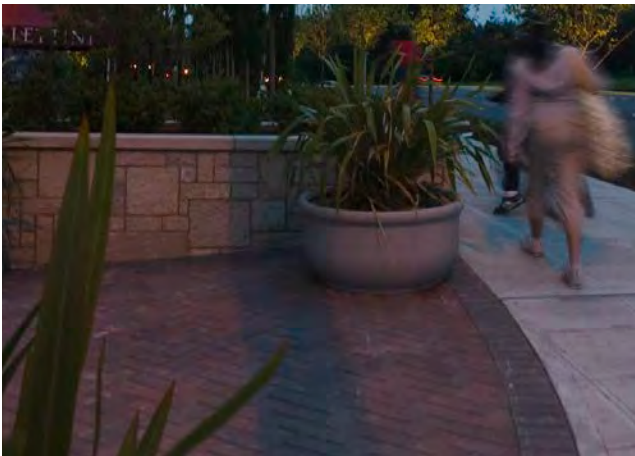
Adds visual interest; Adds a unique character and identity; Art opportunities.

USAGE:

Moderate

CONSIDERATIONS:

Ground plane materials must retain a certain degree of traction to reduce slipping hazards.



| UNIT PAVERS: OPTIONS |



Unit pavers offer a modular paving alternative to standard concrete. They come in a wide variety of colors and styles, allowing for decorative treatments. Unit pavers are modular, facilitating replacement around trees and maintenance activities.



BENEFITS:

Variety of colors and styles can add visual interest and identity; Art opportunities; Easier to replace/patch than concrete.

USAGE:

Moderate

CONSIDERATIONS:

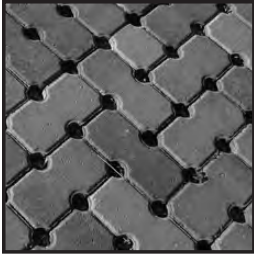
Ground plane materials must retain a certain degree of traction to reduce slipping hazards.



| UNIT PAVERS: PERMEABLE PAVERS |



Permeable unit pavers offer the modular and aesthetic value of a unit paving system, while allow water to infiltrate through the seams and into the ground below. These pavers work best when installed over quick-draining soils.



- BENEFITS:** Facilitate natural drainage; Add visual interest to the streetscape
- USAGE:** Pilot
- CONSIDERATIONS:**



| ASPHALT: THERMOPLASTIC IMPRINTING |



Detail of asphalt sidewalk with imprinted pattern in Downtown Bellevue

Imprinting is a treatment of asphalt that results in a decorative, brightly colored roadway finish. Such techniques can be applied to street crossings, heightening driver’s awareness of pedestrians. The treatment can also help bring a busy roadway back to a pedestrian scale.



BENEFITS:

Increased awareness of street crossings; Increased safety for both cars and pedestrians; Added visual interest of roadway; Signature street theme opportunity; Art opportunity.

USAGE:

Limited

CONSIDERATIONS:

DESIGN REQUIREMENTS:

See COB Transportation Design Standards for mid-block crossings.



Asphalt sidewalk with thermoplastic imprinted pattern.
Courtesy of www.streetprint.com



| Landscape Standards |

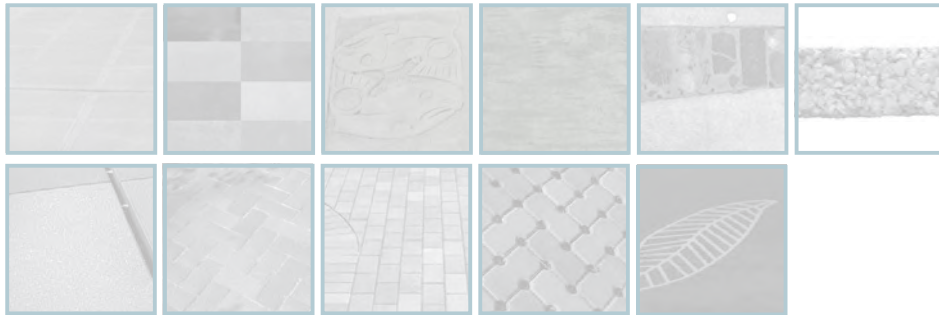


| LANDSCAPE: ELEMENTS |

GEOMETRY



MATERIALS



LANDSCAPE



LIGHTING



SITE FURNISHINGS

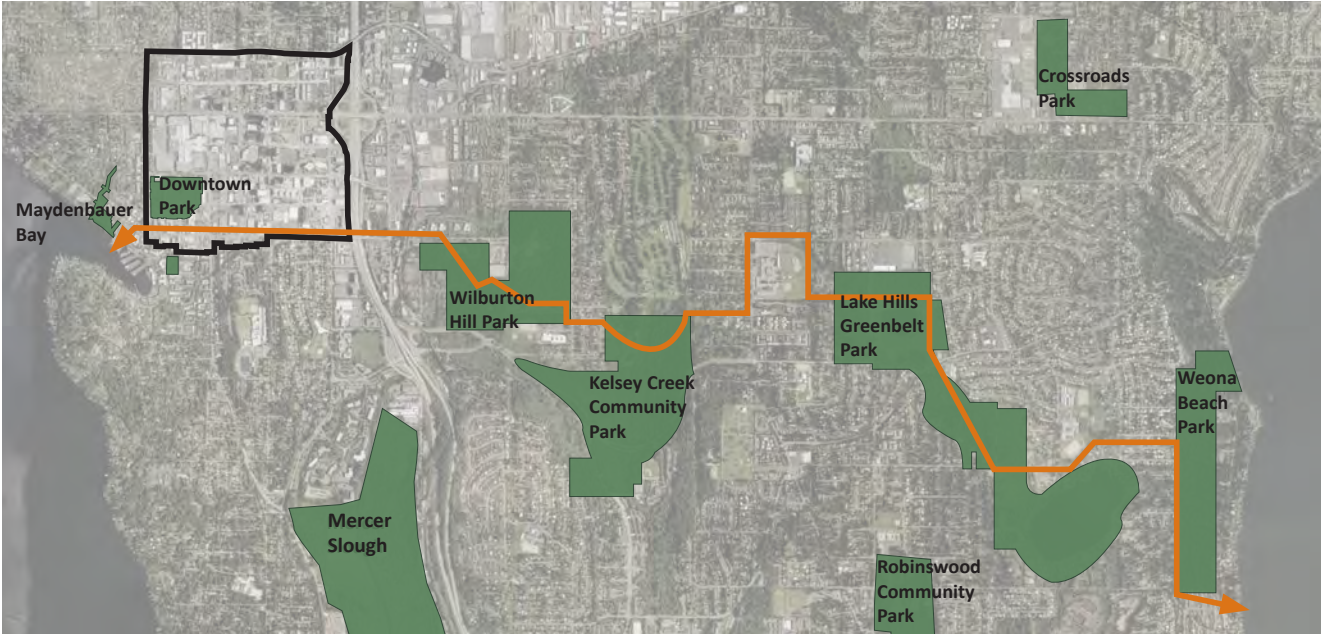




LANDSCAPE, THE LIVING ELEMENT...

OVERVIEW

The landscape contributes a vital ingredient in implementing the concept of a “city in a park” and promotes a vibrant, healthy, and walkable streetscape environment. All improvement, development, redevelopment, and maintenance efforts will include and address the urban forest making it a unifying element. Used successfully, plantings buffer the immense proportions of multi-story downtown buildings, create a human scale environment, and connect to the larger network of parks, trails and open spaces in the city of Bellevue.



Downtown Bellevue is connected to a number of parks and open spaces by the lake-to-lake trail.

INTRODUCTION: BENEFITS

BACKGROUND

Like cities throughout the U.S., the urban growth Bellevue has experienced over the last 15 years led to a significant loss of urban canopy coverage, and a corresponding increase in impervious surfaces. An Urban Ecosystem Analysis conducted in 2008 showed that Bellevue’s central business district had only a 7% tree canopy coverage, and was comprised of 91% impervious surfaces. The report recommends a 15% increase in canopy cover for the downtown core.

ECONOMIC VALUE OF GREEN STREETS

In addition to enhancing the ecology and aesthetics of the urban environment, street trees and plantings also have significant commercial benefits. Research has shown that retail consumers demonstrate a clear preference for businesses in green urban environments. Shoppers surveyed in a mid-sized city visited business districts with urban forests more frequently, and spent more time shopping there than in districts without trees. Consumers were also willing to spend between 9%-12% more on goods and services in green business districts. (Wolf, 2007)

Property owners benefit from street trees and urban forests, as proximity to trees and natural views can significantly increase property values. Mature trees in high-income residential neighborhoods have been shown to increase home prices between 10%-15%. (Theriault, et. al., 2002.) In areas slated for developed, sites with mature tree coverage were 18% more valuable than sites without trees. (Payne and Strom, 1975.)

Shelter provided by trees, from sun, wind, and rain reduce deterioration of material surfaces and reduce the maintenance costs on other streetscape elements. When located and specified properly, they may also reduce heating/cooling costs.



Enlarged View of tree canopy coverage and impervious surfaces for downtown Bellevue.

ENVIRONMENTAL BENEFITS

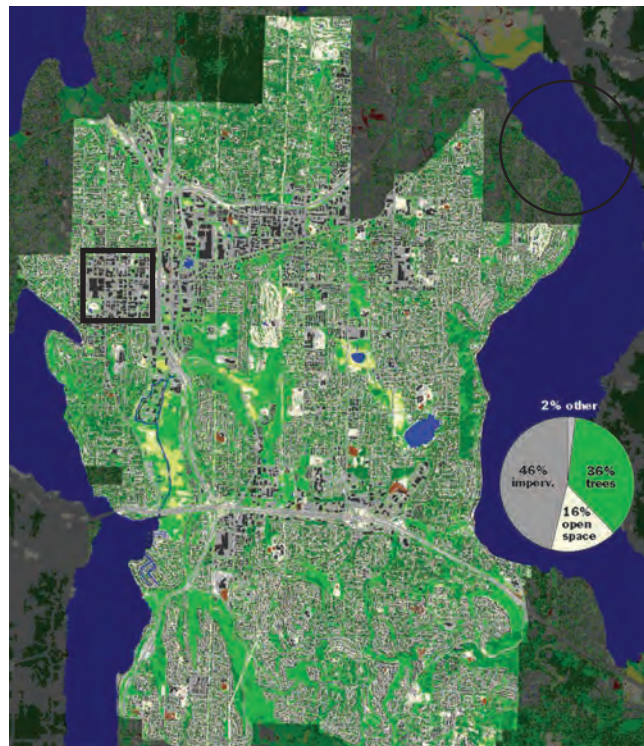
An increase in tree canopy will help reduce noise levels, glare, air pollution, and heat island effect. Additional root and vegetated mass will improve hydrologic conditions/infiltration, sequestering carbon, and provide habitat.

SOCIAL & PSYCHOLOGICAL BENEFITS

Trees provide visual continuity and connections to parks and open spaces, which encourages pedestrian trips. They enhance the attractiveness of urban spaces with flowers /foliage, which vary by season and contrast with the built environment.

Landscape improvements provide a natural scale, living landmarks, as well as a sense of shelter and security along the streetscape. Street tree plantings provide a physical buffer between vehicles and pedestrians. Reducing the perceived width of streets and will slow vehicular traffic, increasing reaction times and decreasing the likely hood of accidents.

Plantings will contribute to the identity of a signature street corridor or neighborhood. A mature urban forest also promotes a sense of an established, stable and environmentally aware civic environment.



Tree canopy and impervious surface cover, Bellevue, WA Urban Ecosystem Analysis, 2009. American Forests

INTRODUCTION: GENERAL LANDSCAPE GUIDELINES

GENERAL CONSIDERATIONS:

- Promote a “City in a Park” and maximize green space by creating a continuous tree canopy, where possible.
- Select appropriate species for the microclimate, respecting sun/shade requirements, water needs, drainage, soil conditions, and prevailing winds.
- Follow C.P.T.E.D. (Crime Prevention Through Environmental Design) requirements.
- Respect line of sight in travel zones, intersection, corners and driveways.
- Consider proximity to and volume/frequency of vehicular traffic and foot traffic.
- Size appropriately to minimize sheering, maintenance, and irrigation needs.
- Select accent species for entrances, plazas, cafes and gathering spaces.
- Use evergreen varieties for year round structure, to intercept and dissipate prevailing winds (during winter), and to meet screening needs/requirements.
- Use deciduous varieties for seasonal variation, to provide summer shade, and maximize winter daylight, when needed.
- Where tree well size is limited, select species to minimize potential for sidewalk or curb uplifting.
- Species selection and spacing should support the Five Corridors Tree Plan and be consistent with the overall urban design goals of the street.
- Provide place recognition; connect to a larger context by contributing to the street’s character and character of the neighborhood.

RECOMMENDATIONS FOR SIGNATURE STREETS

- **BELLEVUE WAY NE (Shopping):** Connect, visually, to Downtown Park, between NE 4th and NE 2nd. Preserve visibility of storefront windows.
- **106TH AVE NE (Entertainment):** Provide adequate root and ground-level protection, for potentially higher volumes of pedestrian traffic at venue entrances.
- **108TH AVE NE (Commerce):** Connect, visually, to Robert E McCormick Park. Higher bus traffic.
- **NE 4TH STREET:** Connect, visually, to Downtown Park. Slightly more wind exposure, consider longer periods of shade on southern sidewalks.
- **NE 8TH STREET:** Slightly more wind exposure, consider longer periods of shade on southern sidewalks.



| PLANTING GUIDELINES: LOW IMPACT DEVELOPMENT |

LOW IMPACT DEVELOPMENT (LID) STRATEGIES

Low impact development strategies are designed to mimic natural conditions in relation to rainwater to lessen its impact on the surrounding environments. Green streets are seen as a working system of LID strategies that allow the largely impervious streetscape environment to function as something more similar to native conditions – supporting and encouraging tree and plant growth as well as development through slowing, holding and infiltrating rainwater. Common approaches to Green Streets include:

- Street Designs (e.g. narrower street widths)
- Swales
- Bioretention curb extensions and sidewalk planters
- Permeable pavement
- Sidewalk trees and tree boxes
- Silva cells and other structural soils

The Great Streets Streetscape Plan applies the green street framework to the streets of downtown Bellevue by specifying a system for soils, increasing trees and planting areas, and facilitating the integration of LID strategies.

| PLANTING GUIDELINES: SOIL & IRRIGATION |

SOIL

The quality and volume of the soil that a tree grows in is critical to its overall health and lifespan. Soil composition, compaction, porosity, and nutrients are all factors for evaluating a soil's health. In the urban environment these factors are even more important. The use of Silva Cells™ or CU Structural Soil™ improves the soil rooting volume and nutrient availability for enhancing tree health and vigor.

IRRIGATION

All planting areas should receive high efficiency irrigation based on hydrozones. This system should at a minimum meet the City's water budget requirements. Trees should be on their own zone, supplied with a bubbler to provide sufficient water to meet the species requirements. Irrigation controllers should be programmed by knowledgeable staff.

In some cases, there may be opportunities to integrate new irrigation with existing systems.

MAINTENANCE: OVERVIEW

Maintenance is a critical aspect of streetscape plantings which affects not only the health and vitality of the plant itself, but also the aesthetic of the streetscape as a whole. Planted areas that are strictly maintained, such as hedged borders and heavily pruned shrubs, tend to bring a more formal character to the streetscape. Conversely, planted areas that draw from the natural forms of the plant tend to bring a more informal, organic feeling to the street. Both formal and informal planting schemes are options for downtown Bellevue. However, informal, organic planted areas generally tend to have lower maintenance costs.

TREE PRUNING GUIDELINES

Pruning should be conducted under the supervision of a certified arborist. All tree maintenance work shall comply with Pruning Standards for Public Trees in the City of Bellevue.

On the pedestrian side of the sidewalk or median, the lowest branch that extends over the path of travel should provide an 80 inch minimum vertical clearance.

On the vehicular traffic side of the sidewalk or median, the lowest branch should provide a 14 foot minimum clearance where branches extend beyond the curb or driveway.

Newly planted trees should not have branches that extend beyond the perimeter of the tree basin or median below the 80 inch minimum vertical clearance.

Tree grates present an aesthetic urban design treatment; however, they may present difficulties for maintenance and tree health

Tree foliage should be maintained to provide a minimum 6 foot clearance from any public street- light.

Trees should not obscure traffic or parking signs, signals, or vehicular sightlines.

Pruning may not result in topping trees; situations where tree canopies will require topping below light standards or utilities must be avoided. Trees with taller canopies should be used at a height above the street light or trees should be spaced so as to spread out between light standards.

Trees should be pruned for 1 to 2 feet of clearance to building façade and building signage.

Proper pruning and maintenance of trees should allow trees to develop healthily and retain their natural form.

UNDERSTORY MAINTENANCE

Formally maintained plants include hedges and heavily pruned shrubs which require regular maintenance to retain their form.

Informally maintained plantings draw from the natural form of the plants and require minimal pruning and maintenance.

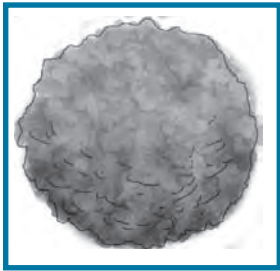


Informal plantings use the natural form of the plants



Formal plantings are pruned into a specific shape or form.

STREET TREES: FIVE CORRIDORS TREE PLAN



LEGEND

-  Street Planting
-  Street & Median Planting
-  Planting
-  Character
-  Shape
-  Texture

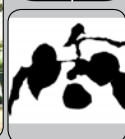
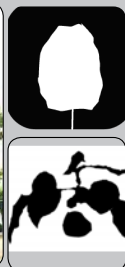


6.3 TOOLKIT: LANDSCAPE

BELLEVUE WAY



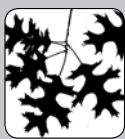
MEDIAN
Platanus x acerifolia
 'Bloodgood'
 London Plane Tree



ASHWOOD SECTION
Pyrus calleryana
 'Glen's Form'
 Chanticleer Pear



COMMERCIAL SECTION
Acer platanoides
 'Cleveland'
 Cleveland Norway Maple

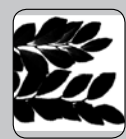


PARK SECTION
Quercus coccinea
 Scarlett Oak

106TH AVENUE NE



NORTH SECTION
Carpinus betulus 'Fastigiata'
 European Hornbeam



CENTRAL SECTION
Ulmus parvifolia 'Emer II'
 Allee Elm

108TH AVENUE NE



WEST SIDE
Liquidambar styraciflua
 'Worplesdon'
 Worplesdon Sweetgum



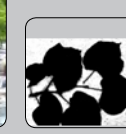
EAST SIDE
Zelkova serrata 'Green Vase'
 Green Vase Zelkova

NE 4th St.



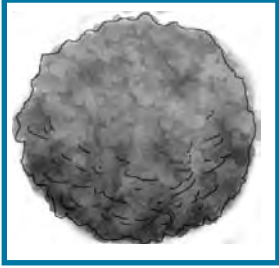
Acer platanoides 'Superform'
 Superform Maple

NE 8th St.



Tilia cordata 'Greenspire'
 Linden

| STREET TREES: PLANTING GUIDELINES |



TREE SPACING FOR CONTINUOUS CANOPY

The linear spacing option provides continuity along the street corridor, reinforcing its linearity and buffering the pedestrian from the automobile corridor. In addition, providing a continuous tree canopy will generally expand the positive influences of street trees in the downtown area. Street trees must also meet city requirements around utilities (e.g. streetlights, etc). The spacing distances listed below should provide a general guide on how to coordinate street trees with utilities and streetscape furnishings. Careful coordination and flexibility on placement is necessary to ensure continuous canopy coverage.

Streetlight: 20 feet
 Driveway: 10 feet
 Power poles: 10-15 feet
 Driveways: 10 feet
 Street intersections: 30 feet
 Parking sign: 3 feet
 Utility box: 3 feet
 Parking meter: 3 feet
 Pedestrian furniture: 3 feet
 Sewer: 5 feet
 Fire hydrant: 5 feet
 Traffic sign: 5 feet
 Fire escapes: 10 feet

ALTERNATIVE TREE SPACING

In some cases, such as in plazas or along specific streets, continuous canopy may not be desirable or possible. Organic tree spacing can help articulate built forms such as main entrances, columns, pocket plazas, and canopies, framing the pedestrian environment, rather than buffering it from the automobile corridor. This option provides increased opportunities for incorporating a diversity of tree species including more sub-canopy trees.

The numbers listed below provide general spacing information, which is flexible, depending on installation needs at the specific planting location.

Small trees: 15-20 ft. on center.*
 Medium trees: 20-25 ft. on center.
 Large trees: 35 ft. on center.

*Small trees = less than 20' mature crown diameter
 Medium trees = 20'-35' mature crown diameter
 Large trees = 35' mature crown diameter

| STREET TREES: SIZE & STRUCTURE |



SIZE

A minimum caliper size of 2 inches at installation is required for new street tree plantings. A 7-8 foot branching clearance from root ball is required, and trees should demonstrate full, even branching. Tree branches extending into walkways must maintain 80 inches of vertical clearance. Each species shall be reviewed by the project's Landscape Architect to verify that the minimum required caliper size provided by the grower accommodates street tree installation conditions.

SIZE AND LAYOUT OF STREET PLANTERS

The planter must provide an adequate surface area for root growth.

Where it is not possible to include understory plantings, maintain a level surface to eliminate trip hazards.

Minimum depth of soil improvements =

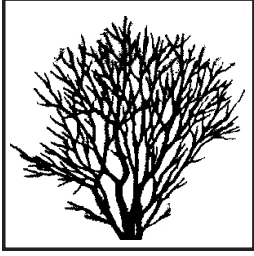
Tree grates or other permeable surface material increases access of tree roots to water and oxygen, in high traffic areas.

Continuous tree planters should be used, whenever possible.

Tree planter width (measured perpendicular to route of travel) may vary depending on sidewalk width.

Sidewalk width:	Planter width:
6 feet	4 feet
8 feet	4-6 feet
12 feet	6-8 feet
over 12 feet	6-8 feet

| UNDERSTORY: SIZE & SPACING |



Understory plantings bring numerous benefits to downtown retail and commercial districts, including:

- Reduction of impervious area and surface runoff;
- Natural treatment of stormwater and improvement of water quality;
- Infiltration and groundwater recharge
- Provide habitat
- Add aesthetic value and promotes community stewardship; and provides a buffer between the active pedestrian area of sidewalks and the street, enhancing pedestrian comfort.

SIZE

Height of shrub species should be less than 48 inches at maturity to minimize maintenance needs and optimize pedestrian visibility and perceived safety. Height should be varied within each planting area, creating layers that step down as they move from the center or back of the planting area towards the sidewalk. All streetscape plantings should comply with The Crime Prevention Through Environment Design guidelines (CPTED; www.thecptedpage.wsu.edu).

Planting areas should be comprised of a mix of evergreen types to provide seasonal interest and consistent structure throughout the year. These include evergreen species of shrubs, grasses and groundcovers. A minimum of 50% of the plants in each area shall be evergreen. Deciduous shrubs with significant branching form or color, such as *Cornus stolonifera* 'Kelseyi' (Kelsey redosier dogwood), may be applied towards this 50% requirement.

Plants installed should be reviewed for stock quality, ensuring that they are full and bushy with an appropriate height for the container size. Plants shall not be root bound or stressed. A minimum number of fronds or runners should be specified when relevant to the species, such as groundcovers, ferns and vines.

SPACING

The goal of plant spacing is to achieve significant coverage of the planting area within two growing seasons. Spacing at installation should take into account mature size of plants and/or maintenance requirements.

The plant schedule shall indicate both the size and spacing at installation to demonstrate coverage compliance. Size should be indicated by the height and width rather than containers where appropriate for better quality control at installation. However, specifying size by container for perennials and groundcovers is standard and acceptable.

| UNDERSTORY: DESIGN CONSIDERATIONS |

The planting areas along the street edge act as physical buffers between automobile traffic and pedestrians, providing significant visual relief, noise reduction and a softening of scale. Understory plantings enhance a street's psychological comfort and walkability.

CHARACTER & MASSING

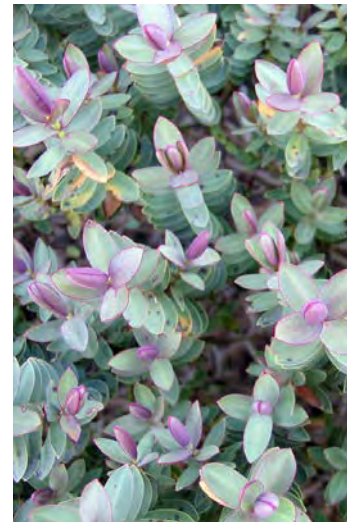
The character of understory plantings will change with location. The general patterning of plantings will be larger massings that respond to the scale of the streetscape and architectural design; punctuated by accents at entries, pocket plazas, and other pedestrian gathering spots.



TEXTURE AND TRANSPARANCY

Considering texture in the planting design is encouraged by incorporating plants with various leaf and branching structures; contrasting shadow, highlight, and edge characteristics. Grasses, for example, provide a delicate play of light and shadow whereas an evergreen shrub provides a structural backbone to a planting area. In addition, leaf structure is a major factor to consider when combining plants.

Transparency is the degree to which one can see through or not see through a group of plants. A mix of transparencies in any given planting area is encouraged. Denser shrub plantings should maintain clear visibility appropriate to the urban environment.



| UNDERSTORY: DESIGN CONSIDERATIONS |

CONTINUITY

Continuity is a major concern for downtown plantings, particularly in terms of tree canopy coverage. Along a corridor, tree spacing should provide continuous canopy coverage to the greatest degree possible. For understory plantings, regularly spaced planters will help bring continuity to the streetscape.



COLOR

Color accents or continuity from understory plantings can be achieved through the foliage, flowers or berries, and branches. As with character, color can be employed as a mass of one color along a streetscape, interrupted by accents to mark an entry or a gathering space. Street tree fall color and building materials should be taken into consideration when selecting the final species list.



| UNDERSTORY: SUGGESTED PLANTS |

AT-GRADE PLANTERS

MEDIANS / MID-BLOCK CROSSING / 24 " MAXIMUM HEIGHT

SHADED AREAS, NORTH FACE OF BUILDINGS

UNDER CONIFERS

BUILDING ENTRANCES

STORMWATER PLANTINGS

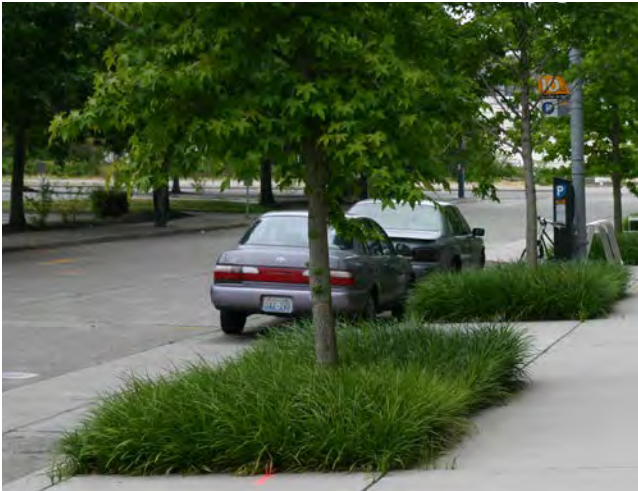
| PLANTER STRIP: INDIVIDUAL |



This type of planter, which is commonly found in Bellevue, provides space for a single tree and sometimes a few understory shrubs. The small size of the planters ultimately limits the growth and health of the tree, so these planters are now used only in areas with space limitations. Special planting techniques, such as the use of SilvaCells, can facilitate some plant growth in small spaces.



- BENEFITS:** Adding landscape elements to narrow sidewalks; improves pedestrian realm; Potential extension of canopy cover.
- USAGE:** Wide (In process of upgrade)
- CONSIDERATIONS:** Individual planters should be used sparingly, as they constrain plant growth.



| PLANTER STRIP: CONNECTED |



Connected planter strips offer larger growing area for street trees and understory plants than the individual street planters, resulting in healthier trees and lush streetscape plantings. Regular irrigation and special planting techniques, such as the use of Silva Cells, can further promote plant health and viability of the streetscape.



- BENEFITS:** Reduces and treats stormwater runoff; Increases groundwater recharge; Reduces impact of combined sewer overflows; Enhances the aesthetic of the street and neighborhoods; Provides wildlife habitat.
- USAGE:** Limited
- CONSIDERATIONS:** Requires limited space. If used, drains require maintenance. Requires appropriate selection of plant, soil and drainage medium.



| PLANTER STRIP: STORMWATER |



Stormwater planter

Stormwater planters are similar to connected planters, but are specially design to help manage and treat stormwater runoff. Planters can be design to clean and infiltrate water, or to collect and convey water to a central cistern, or pond. While many planters are often custom-designed to meet specific circumstances, there are also products available that can help manage and treat stormwater in individual street planters.



BENEFITS:

Reduces and treats stormwater runoff; Increases groundwater infiltration and recharge; Reduces impact of combined sewer overflows; Improves aesthetic of street and neighborhoods; Provides wildlife habitat.

USAGE:

Pilot

CONSIDERATIONS:

Stormwater planters that take in road run-off sometimes require special maintenance.



Stormwater treatment within an urban right of way. Courtesy of www.filterra.com



12th Avenue Green Street, Portland, OR. Courtesy of Kevin Robert Perry

| GREEN WALLS & SCREENS: OPTIONS |



Green walls and screens offer new vertical opportunities to soften the urban streetscape with plants. Green walls can be as simple as a vine covered facade, but they can also be creative, painterly arrangements of plants across a wall. In addition to their aesthetic value green walls also bring ecological benefits, such as air purification, and water retention.



- BENEFITS:** Visual interest; Increase of landscape elements; Increased ecological benefits
- USAGE:** Pilot
- CONSIDERATIONS:**



Goodwill Center green wall, by Patrick Blanc, Tacoma, WA
Courtesy of www.listatown.com



Hotel Modera, Portland, OR. Courtesy of www.listatown.com



| Lighting |



| LIGHTING: ELEMENTS |

GEOMETRY



MATERIALS



LANDSCAPE



LIGHTING



SITE FURNISHINGS



| STREET LIGHTING: STANDARDS |



Standard roadway lighting for the city of Bellevue



- BENEFITS:** Safer streets for pedestrians and vehicles
- USAGE:** Wide
- CONSIDERATIONS:** Light color, lamping/optics. energy
- DESIGN REQUIREMENTS:** See COB Transportation Design Standards

| PEDESTRIAN LIGHTING: OPTIONS |



Well located, high quality lighting can enhance the pedestrian experience and increase safety along the sidewalk. Pedestrian lights can also be festive and engaging, bringing warmth and theatricality to the streetscape. Even spacing of lights is an important concern, to ensure even light coverage along the corridor.



BENEFITS:

Enhance safety of roadway and sidewalk users; Enhance commercial districts; Improve nighttime security; Art opportunities.

USAGE:

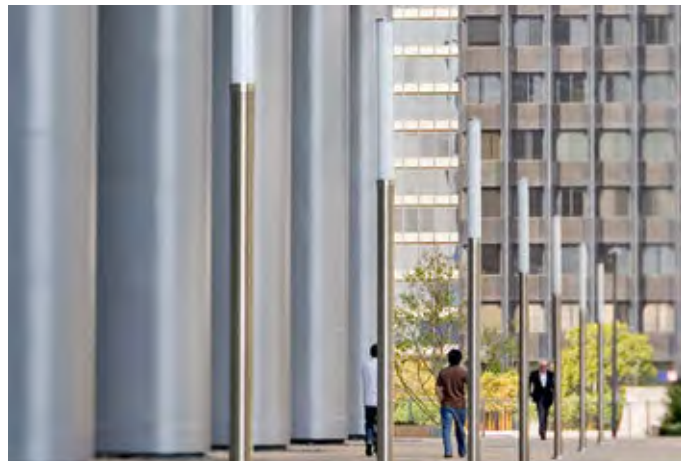
Wide

CONSIDERATIONS:

Ensure pedestrian walkways and crossings are well lit
Use uniform lighting levels
Instal lighting on both sides of downtown streets



Line of Work © Jill Anholt, 2009. Pedestrian path and light installation, Vancouver, BC. Courtesy of www.jillanholt.ca



Light column pedestrian lighting by Forms+Surfaces. Courtesy of www.forms-surfaces.com

| BUILDING FACADE LIGHTING: OPTIONS |



Building sconces and other facade lighting offer another opportunity for aesthetic additions to the streetscape. Facade lighting adds interest to the building facade, and engages pedestrians passing by. The lights can be particularly appropriate for evening activities, such as movie theaters, performance halls and restaurants.



BENEFITS:

Improves visibility and safety along sidewalk corridors.
Highlights building facades and entrances.

USAGE:

Wide

CONSIDERATIONS:

Low-energy lights can reduce utility costs.

Light colors vary widely; Diverse lighting can help draw attention to entertainment areas. (See Entertainment Signature- Section 3.2.0)





| Site Furnishings |

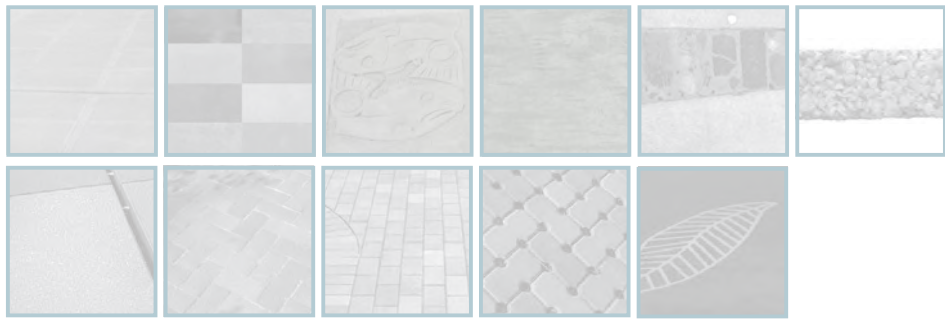


| SITE FURNISHINGS: ELEMENTS |

GEOMETRY



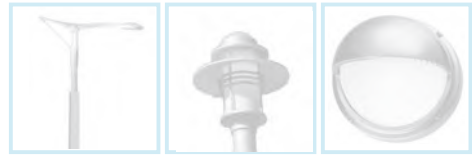
MATERIALS



LANDSCAPE



LIGHTING



SITE FURNISHINGS



| CUSTOM PLANTERS: OPTIONS |



Custom boat planter, South Lake Union, Seattle

Custom planters offer artful and festive opportunities to integrate additional landscape elements into the streetscape. Custom planters can help underscore the signature street themes, or they can highlight the aesthetics of a particular building or development.



- BENEFITS:** Art opportunities; ecological benefits; street aesthetics.
- USAGE:** Pilot
- CONSIDERATIONS:**



Custom street planters, Cleveland, OH. Designed by Mark Reigelman II. Image courtesy of www.cleveland.com



Custom Planter: Dune SERIES from Kournegay.

| TREE GRATES: STANDARD |



In areas with narrow sidewalks and individual tree wells, tree grates can help protect the roots of trees, while also maintaining clear walking spaces and universal access.



BENEFITS:	Protection of tree roots; Improved pedestrian circulation on narrow sidewalks.
USAGE:	Limited
CONSIDERATIONS:	Moderate
MANUFACTURER & MODEL	Urban Accesstories - OT Title 24



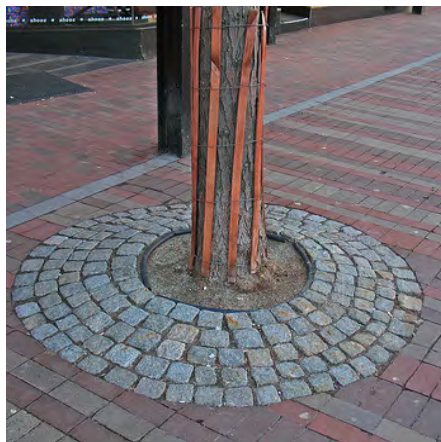
| TREE GRATES: OPTIONS |



Options for tree grates include decorative patterns, images and words. Alternate materials, such as stone pavers can facilitate protection, while allowing for growth overtime.



BENEFITS:	Artistic embellishment of the streetscape
USAGE	Limited
CONSIDERATIONS:	Artistic tree grates could integrate with the Art Plan (See Chapter 5)



BENCHES: STANDARDS



Benches are a critical streetscape element, providing a places to rest, wait, gather, talk, enjoy the sun and observe the life of the vibrancy of a downtown street. Benches can also help bring unique character and identity to the street. A selection of standard benches have been selected for Downtown Bellevue’s Signature Street Corridors, as well as other streets within the downtown districts, and are outlined below.

Developer opportunities describe a few creative examples, intended to serve as inspiration for integrating seating options that could be integrated into pocket plazas, courtyards and other private spaces adjacent to the public realm.

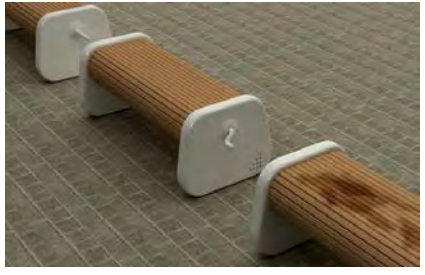
BELLEVUE WAY NE STANDARD

- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Austin & Plainwell
- MATERIAL:** Wood & Metal
- COLOR FINISH:** See color finish plan



DEVELOPER OPPORTUNITIES:

Creative options for seating include reclined benches, accent lighting, and alternative seating arrangements.



106TH AVENUE NE STANDARD

- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Chase Park & Plainwell
- MATERIAL:** Metal
- COLOR FINISH:** See color finish plan



DEVELOPER OPPORTUNITIES:

Creative options for seating include custom bench designs, lively color treatments and creative arrangements.



| BENCHES: STANDARDS |

108TH AVENUE NE STANDARD

- LOCATION:** 108th Avenue NE
- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Plainwell & Presidio
- MATERIAL:** Wood & Metal
- COLOR FINISH:** See color finish plan



DEVELOPER OPPORTUNITIES:

Creative options for seating include custom bench designs, lively color treatments and creative arrangements.



DOWNTOWN DISTRICTS STANDARD

- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Plainwell 72", Chase Park & Austin
- MATERIAL:** Wood and Metal
- COLOR FINISH:** See color finish plan



DEVELOPER OPPORTUNITIES:

Creative options for seating include custom bench designs, lively color treatments and creative arrangements.



| SEAT WALL: OPTIONS |



Cast-in-place seatwall

Seat walls offer another type of seating opportunity within downtown Bellevue. Integrated into planters, building facade, or other vertical elements, seat walls offer linear seating arrangements, perfect for short breaks, quick stops, and meet-up locations. Seat walls can be made of different materials, from cast-in-place or precast concrete to stone.



BENEFITS:	Streetscape elements (e.g. planters) also provide seating; Raised planters are above foot traffic.
USAGE:	Wide



Stone seat-wall



TRASH & RECYCLING RECEPTACLES: STANDARDS



Trash and recycling receptacles are an important amenity, not only for downtown pedestrians, but also for city workers who maintain the streets and sidewalks. Similar to benches, receptacles also add to the character and the identity of the street. A selection of standard receptacles have been selected for Downtown Bellevue’s Signature Street Corridors, as well as other streets within the downtown districts, and are outlined below.

Developer opportunities describe a few creative examples, intended to serve as inspiration for integrating receptacles into pocket plazas, courtyards and other private spaces adjacent to the public realm.

BELLEVUE WAY NE

- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Plainwell
- MATERIAL:** Metal
- COLOR FINISH:** See color finish plan



- DEVELOPER OPPORTUNITIES:** Creative options include decorative treatments and artful receptacle design.



106TH AVENUE NE & 108TH AVENUE NE

- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Presidio
- MATERIAL:** Metal
- COLOR FINISH:** See color finish plan



- DEVELOPER OPPORTUNITIES:** Creative options include decorative elements and alternate colors.



| TRASH & RECYCLING RECEPTACLES: STANDARDS |

DOWNTOWN DISTRICTS

MANUFACTURER: Landscapeforms

MODEL/SERIES: Petroskev

MATERIAL: Metal

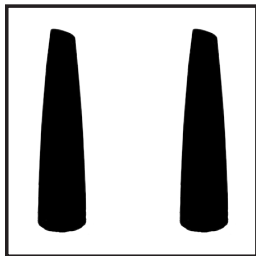
COLOR FINISH: See color finish plan

DEVELOPER OPPORTUNITIES: Creative options include decorative elements and alternate colors.



6.5 TOOLKIT: SITE FURNISHINGS

| BOLLARDS: STANDARDS |



Bollards provide an important safety barrier between vehicular traffic and pedestrian areas, but they can also be decorative elements, bringing artful or playful themes to the streetscape. Lighting can also be incorporated into some bollard, adding further additional benefit. Like benches and receptacles, standard bollards have been selected for Bellevue’s Signature Street corridors, and the overall district.

Developer opportunities describe a few creative alternatives, intended to serve as inspiration for integrating bollards into pocket plazas, building entrances and other private spaces adjacent to the public realm.

BELLEVUE WAY NE

MANUFACTURER: Landscapeforms

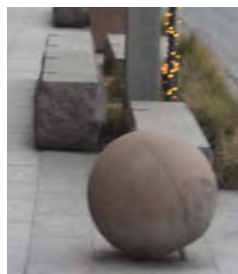
MODEL/SERIES: Anapolis

MATERIAL: Metal

COLOR FINISH: See color finish plan



DEVELOPER OPPORTUNITIES: Creative options include artful elements, alternate materials and color palettes and lighting.



106TH AVENUE NE & 108TH AVENUE NE

MANUFACTURER: Landscapeforms

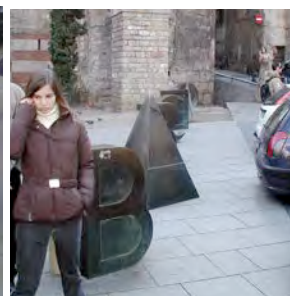
MODEL/SERIES: Sentinel Mitre Top (with optional light.)

MATERIAL: Metal

COLOR FINISH: See color finish plan



DEVELOPER OPPORTUNITIES: Creative options include artful elements, alternate materials and color palettes and lighting.



| BOLLARDS: STANDARDS |

DOWNTOWN DISTRICTS

- MANUFACTURER:** Landscapeforms
- MODEL/SERIES:** Anapolis & Sentinel Mitre Top
- MATERIAL:** Metal
- COLOR FINISH:** See color finish plan
- DEVELOPER OPPORTUNITIES:** Creative options include artful elements, alternate materials and color palettes and lighting.



6.5 TOOLKIT: SITE FURNISHINGS

| BIKE RACKS: STANDARD |



Apex Single Loop

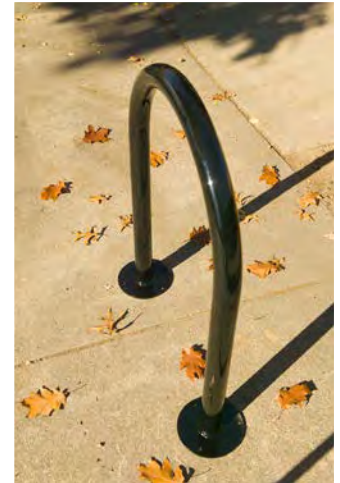


Bike Bike Rack

Bike racks are important aspects of a city’s cycling infrastructure, and downtown streets should allocate space for bike parking. Adequate spacing of racks is important, and the siting bike racks in sheltered locations provides a further benefit to bike commuters. Two standard bike racks have been selected for Downtown Bellevue.



BENEFITS:	Increases visibility of bike amenities and urban bicycling/commuting; Cycling benefits public health; Cycling leads to overall traffic reductions.
USAGE:	Wide
CONSIDERATIONS:	Refer to spacing recommendations (city and/or manufacturer) to ensure appropriate allowances for multiple bikes.
MANUFACTURER & MODEL	SiteScapes Inc. Apex Single Loop & DERO Bike Rack Co. Bike Bike Rack



BIKE RACKS: DEVELOPER OPPORTUNITIES



Developer opportunities describe a few creative alternatives, intended to serve as inspiration for integrating bike racks into pocket plazas, building entrances and other private spaces adjacent to the public realm.



| BUS SHELTER: OPTIONS |



Bus shelters provide an important amenity for commuters and other people who use public transportation in the downtown area. Shelters provide cover and protection, as well as information on bus routes and timetables. They can also be artful elements.



BENEFITS:	Provides shelter and information for transit riders; Helps increase ridership and reduce traffic; Raises the profile of public transit; Art opportunities.
USAGE:	Wide
CONSIDERATIONS:	Transparant materials increase safety



| SIDEWALK RAILING: STANDARD |



Sidewalk cafe with railing, Madison, WI. Courtesy www.pbic.org/D an Burden

Sidewalk railings delineate sidewalk cafes from the clear walk-space of the sidewalk, facilitating table service, and providing an important legal division. Sidewalk railing standards ensure safety of all pedestrians, including those who are visually impaired.



BENEFITS:

Provide a division between the clear walk zone and the building; Helps sidewalk cafes activate public space; Provides clear cues to visually impaired and promotes universal access.

USAGE:

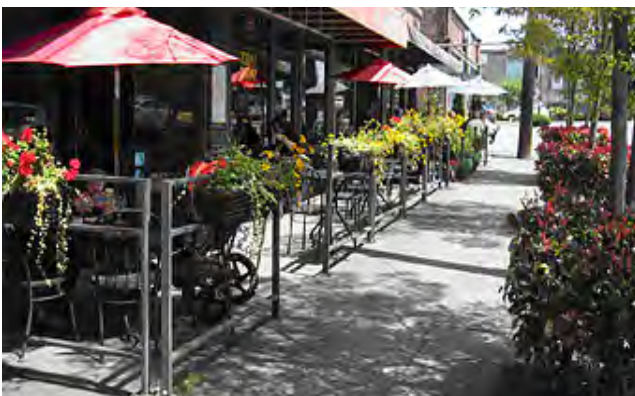
Wide

CONSIDERATIONS:

Some cafes are required to install sidewalk railings.

DESIGN REQUIREMENTS:

Washington State Liquor Control Board standards and requirements.



Sidewalk cafe, railing and clear walk space.
Courtesy of www.seattle.gov

| SIGNAGE: GATEWAY BOUNDARY MARKER |



Unique signage marks key entrances to the city of Bellevue’s downtown. These gateway markers add to the sense of place to the neighborhood, and facilitate wayfinding. The markers are key elements at celebrated intersection “Gateway” treatments, which are outlined in chapter’s 2 and 3.



- STANDARD:** City Gateway Marker (Shown in images)
- USAGE:** Wide
- CONSIDERATIONS:** Markers should be visible to cars and pedestrians entering downtown. Marker locations should not impede foot traffic on sidewalks.
- DESIGN REQUIREMENTS:** See Downtown Streetscape Plan (Chapter 3) and Signature Streets (Chapter 3) for locations and more information.



Gateway type signage incorporated into a location sign

| SIGNAGE: WAYFINDING/KIOSK |



Wayfinding signage is an important resource for pedestrians navigating downtown streets. The signs highlight not only pedestrian amenities (e.g. transit stations, restrooms, etc.) but can also point to key interest points, such as libraries or shopping districts.



BENEFITS:

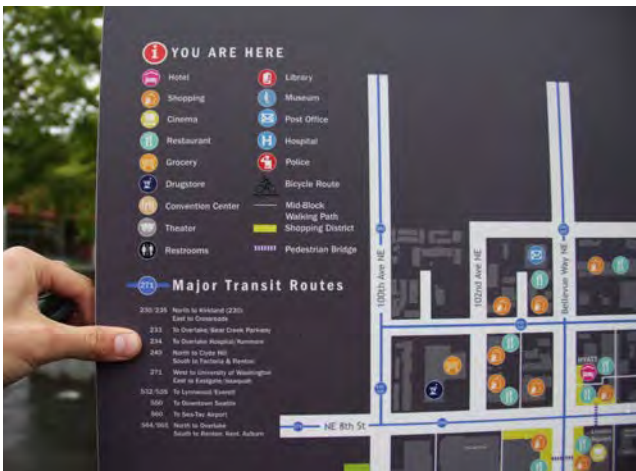
Facilitates public wayfinding; Adds to local character; increases business profiles and access to shops.

USAGE:

Wide

DESIGN REQUIREMENT:

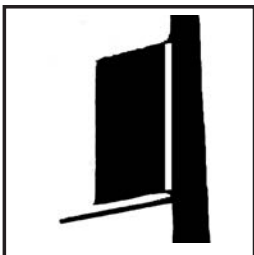
City Standard - Downtown Pedestrian Signage (Shown in images)



| SIGNAGE: BANNERS |



Street banners add visual interest to the streetscape, and are commonly used to highlight events or special festivals. They can also be used to mark the streetscape identity of a particular district or neighborhood.



BENEFITS:

Adds to local character and identity; Promotes local events and festivals.

USAGE:

Wide



| ON-STREET VENDING: OPTIONS |



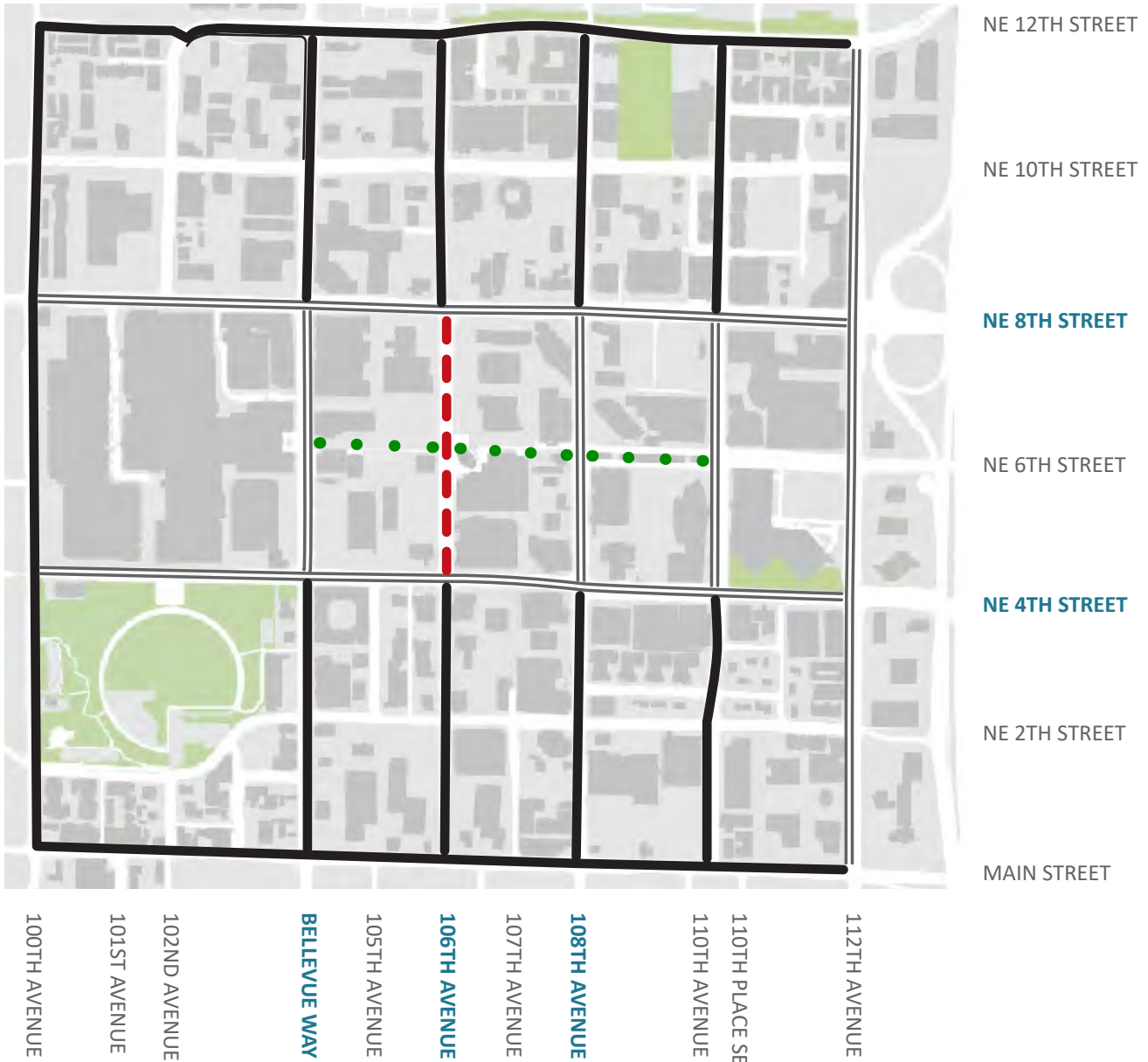
Newspaper vending boxes provide an important sidewalk amenity for pedestrians, local workers and residents. Boxes can be particularly useful in commerce and entertainment districts. Box locations should not impede food traffic. Clustering newspaper boxes with other sidewalk amenities (e.g. trash bins, bus shelters) increases their visibility and use.



- BENEFITS:** Provides pedestrians with quick access to newspaper;
- USAGE:** Wide
- CONSIDERATIONS:** Locate boxes near key, high-traffic locations.
Group newspaper boxes with other amenities where possible.



STREETSCAPE COLOR FINISHES PLAN: OVERVIEW



DESCRIPTION:

The streetscape color finishes plan provides guidance on the color of particular site furnishings and light features located in downtown Bellevue. Once the street element is selected from the toolkit, use the diagram above to determine the appropriate color finish. The object of the plan is to integrate more colorful street elements into downtown, while retaining a cohesive streetscape.

STREET ELEMENTS INCLUDED:

- Benches
- Trash Receptacles
- Bollards
- Bike Racks
- Pedestrian Scale Light Fixtures
- Building Sconce

STREETSCAPE FINISHES

- Black
- Silver
- Red
- Green

REFERENCES

WORKS CITED

- Payne, B. R. and Strom. 1975. The contribution of trees to the appraised value of unimproved residential land. *Valuation* 22:36-45.
- Theriault, M., Y. Kestens, and F. Des Rosiers. 2002. The Impact of Mature Trees on House Values and on Residential Location Choices in Quebec City. In Rizzoli, A.E. and A.J. Jakeman (eds.), *Integrated Assessment and Decision Support, Proceedings of the First Biennial Meeting of the International Environmental Modeling and Software Society*, Volume 2:478-483.
- Urban Ecosystem Analysis City of Bellevue WA. *American Forests*. www.americanforests.org. October 2008.
- Wolf, K.L. 2007. The Environmental Psychology of Trees. *International Council of Shopping Centers Research Review* 14, 3:39-43

USEFUL RESOURCES

Cities for People, by Jan Gehl

Gehl, Jan. *Cities for People*. Washington DC: Island Press. 2010.
Jan Gehl is renowned for his research on urban bicycling and pedestrians, and for his dedication to the promotion of public space.

Complete Streets

<http://www.completestreets.org/>
National coalition to promote streets that are safer and more enjoyable for all users- including cyclists, public transportation riders and pedestrians of all ages.

Green Cities: Good Health

<http://depts.washington.edu/hhwb/>
Research on the impact of urban forestry practices on community health and viability.

Human Dimensions of Urban Forestry and Urban Greening

<http://www.naturewithin.info/index.html>
Research and literature reviews on the ecological and social benefits of urban forestry.

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org/>
Information clearinghouse and image database dedicated to promoting walking and bicycling.

Project for Public Spaces

<http://www.pps.org>
Non-profit organization dedicated to promoting the use and stewardship of urban public spaces.

CITY OF BELLEVUE RESOURCES

Downtown Planning

www.ci.bellevue.wa.us/downtown_planning.htm

Bellevue Land-Use Code

www.codepublishing.com/wa/bellevue/?LUC

Transportation Design Manual

www.ci.bellevue.wa.us/transportation_design_manual.htm

Pedestrian and Bicycle Plan

<http://www.ci.bellevue.wa.us/pedbikeplan.htm>