



Transportation Design Manual and Complete Streets Guide

Volume 1

Appendix B

BelRed Streetscape Plan

Revised December 2021



BELRED STREETSCAPE

PLAN



DECEMBER 2021

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01

INTRODUCTION

- 1.1 INTENT OF PLAN
- 1.2 USING THIS DOCUMENT
- 1.3 DEFINITIONS

INTENT OF PLAN

BelRed is a dynamic place. Like anywhere, it has a history, a future, unique complexities, established and evolving identities, micro-climates and macro-climates and also like anywhere, what is unique about BelRed is in the details. This plan lays out a vision for BelRed's streets that anchors development of the largest part of our public realm, our streets, in what makes BelRed dynamic.

Included in this plan are necessary components to designing BelRed's streets - narrative, themes, design principles, guidelines, and standards. Each element is intended to build on top of one another resulting in a public realm that supports movement, current and future uses, the land use vision, BelRed's identity, is mindful of its past, and most of all, recognizes that streets are a key place in our public life.

BelRed's streets are a platform. They are places for movement of goods, and people. They are multimodal. They are places to gather, meet, rest, watch, exercise, eat, and enjoy art and culture. They are destinations, places to embark from, and spaces we move through. They are experienced at different speeds, with different levels of user engagement. Underlying all of this is the reality that we can make educated guesses about what the future of transportation will look like as new technologies emerge like autonomous vehicles, the shared transportation sector, and how current and future trends in mode use may, such as a potential shift to more remote work, or may not change how we use streets and get around.

Compounding these challenges is that BelRed's street network faces its own unique challenges. With street development linked to parcel development in most cases, BelRed's street network will develop piecemeal as land uses transition. This creates some unique challenges and opportunities for its street network.



From all this complexity, a number of questions arise that this plan intends to answer. How can a network support movement of goods and people and places for people to gather? How do you design a network of streets that prioritizes the safety of all users moving at different speeds and still be an interesting place to be? How can streets support environmental attributes, commerce, mobility and public life? And how can we design streets to be flexible enough to allow for change?

USING THIS DOCUMENT

The City of Bellevue developed the BelRed Streetscape Plan to provide design and policy guidance to governmental agencies, private developers, consultants, and community members on the planning and design of right-of-way improvements in BelRed. The guidelines and standards in this document are intended to ensure that BelRed's streets are safe for and accessible to all users, and to advance an efficient design and review process. BelRed is a geographically expansive area with a diverse built and natural environment. Designs for public streets must respond to varied local conditions, site constraints and intended functions that correspond to adjacent land uses. Successful street design requires flexibility to balance functional and engineering requirements with innovative design and best practices. This document has been developed to supplement the Bellevue Land Use Code, Part 20.25D – BelRed and the City of Bellevue's Transportation Design Manual.



DOCUMENT ORGANIZATION

Starting from a macro view of BelRed and moving towards smaller and specific components within a street design, this plan works to sequentially guide a development through the design of a BelRed street. The following sections discuss these pieces of the plan in detail:

SECTION 2: BACKGROUND

This section provides a brief description of the history and land use vision for BelRed. For more information regarding the Land Use Vision, consult the BelRed Subarea Plan and the BelRed Land Use Code (20.25D).

SECTION 3: NETWORK DESIGN

This section includes an overview of BelRed's multimodal network, design principles and associated standards and guidelines that apply to all streets district-wide.

SECTION 4: STREET TYPOLOGIES

This section provides standards and guidelines for all street types including Arterials, Green, Local, Shopping and Pedestrian Streets.

SECTION 5: PUBLIC ART

This section offers guidance on the integration of public art into BelRed's streets at important waypoints, thresholds and activity nodes.

SECTION 6: STREETScape ELEMENTS

This section includes design guidelines and specifications for standard products, or approved equals, to be considered in the development of designs and selection of products for BelRed's streets.

DEFINITIONS

The following definitions are specific to this plan. For additional BelRed definitions, consult the BelRed Land Use Code (LUC 20.25D.020).

Amenity Zone: Area of the sidewalk adjacent to the curb. This zone includes a landscape buffer, furnishings, lighting, public art, bicycle racks, garbage cans and other amenities.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act of 1990 (42 USC § 12101 et seq.) is a federal law that prohibits discrimination against individuals with disabilities across all aspects of public life, including the design of public and publicly accessible private spaces. The term “ADA Accessible” refers to spaces that are designed to meet the requirements of the ADA.

Bicycle Infrastructure: Elements of public and private spaces that support cycling as a mode of transportation and/or recreation, including designated facilities such as bicycle lanes or shared-use trails, as well as supporting infrastructure such as bike racks, wayfinding and route signage, or bicycle-specific traffic signals.

Buffer Area: The area between pedestrian-use areas or bicycle facilities and vehicle-use areas (e.g. travel lanes or on-street parking). Buffers provide separation from traffic and can contain a variety of streetscape elements, including planting areas, street trees, street furniture and amenities, lighting, and green-stormwater infrastructure.

Crime Prevention Through Environmental Design (CPTED): A multi-disciplinary approach to crime prevention that emphasizes the design and management of public spaces such as streets, plazas, parks or other outdoor environments. The goal is reduce both the incidence, and the fear, of crime through strategies such as improved

sight lines, proper lighting levels, clear delineation between public and private spaces and consistent maintenance.

Crosswalk Paving Area: The hardscape area delineated by the outside edges of the crosswalk and the detectable warning surface on the adjacent curb ramp at each end. It can be constructed of concrete or asphalt and may include decorative treatments and/or thermoplastic striping or patterns.

Design Guideline: descriptive statements that illustrate the intended function, treatment, or vision of elements intended to guide development to actualize the BelRed Streetscape Plan.

Design Principle: fundamental concepts that contribute directly to the operation, aesthetics, and experience of BelRed’s streets.

Elevated Structures: Includes light rail guideway and overpasses or areas where the roadway is elevated above natural features.

Frontage Zone: Area of the sidewalk adjacent to a development’s frontage. This area is typically used for cafe and restaurant seating, window shopping, and other uses.

Green Stormwater Infrastructure (GSI): A set of stormwater management best practices that use or mimic natural processes to slow, infiltrate, store, evapotranspire or reuse stormwater runoff from pavement, buildings and other impervious surfaces in the urban environment. Green stormwater infrastructure relies on a wide variety of strategies ranging from bioretention and bioswales to vegetated roofs and pervious paving materials to improve downstream water quality and reduce flooding.

Intersection Paving Area: The hardscape area within an intersection, bounded by surrounding crosswalks. It can be constructed of concrete or asphalt, and may include decorative treatments.

Joints: Purposefully placed breaks in rigid pavement surfaces. Types of joints include expansion joints, isolation joints or construction joints, which are created by form work before the pavement is poured, and contraction joints, which are sawed, tooled into the surface of a slab after concrete is poured.

Mobility network: In this document the mobility network is defined as the complete network for movement and physical connection. This includes streets, transit routes and stops, bicycle and pedestrian off-street trails, parks, and connections through developments.

Multimodal Level Of Service (MMLOS): The MMLOS Metrics, Standards and Guidelines Final Report approved by the Bellevue Transportation Commission broadens how Bellevue measures level of service of transportation infrastructure beyond vehicle volumes and capacity to incorporate other modes including pedestrians, bicycles and transit. Taking a more comprehensive approach to mobility level of service can inform the design and investment of transportation infrastructure in Bellevue.

Node: An area or district where planned transportation facilities will support sufficient development intensity, amenities, recreation opportunities, and a mix of uses that foster a high level of pedestrian activity. These are located around the three light rail stations in BelRed - Wilburton Station (Medical Node), Spring District/120th Station (120th Node), and the 130th Station (130th Node).

Non-Motorized Transportation (also known as active transportation, bicycle transportation and human-powered transportation): Includes all modes of transportation that do not rely on a motorized vehicle, including walking, bicycling, small-wheeled transport (e.g.

skates, skateboards and push scooters) and wheelchair travel.

Northwest Planting Character: Plantings that include plants with varying heights, different shades of green, and a variation in textures, with accents of color, flowers and seed heads. Characteristics include reflecting seasonal character including maintaining a visual presence in the winter. Northwest native plants that have proven durability in urban streetscapes are woven into designs to further evoke a northwest planting character.

Overlook: Area outside of the main flow of pedestrian traffic on elevated structures that allows for territorial views, respite and social interaction. Overlooks may include amenities such as seating, lighting or art.

Pedestrian Paving Area: The hardscape within a pedestrian area (see Pedestrian Area definition). It can be constructed of pervious concrete, porous asphalt, or other forms of pervious or porous paving material, and may include decorative treatments.

Pedestrian Area: The area of the street designated for pedestrian use. This includes the sidewalk, buffer/amenity zones, and enlarged paving areas at intersections.

Pedestrian Route: A pedestrian route can be a path or through-block through a development or park. A Pedestrian Route is not a Pedestrian Street. See Pedestrian Street definition and the Pedestrian Street Typology in the Street Types Chapter for details on Pedestrian Streets.

Pedestrian Street: A Pedestrian Street is a public street that prioritizes pedestrian activity above all other modes of travel. Bicycle use is allowed although pedestrians are prioritized. A common element of a pedestrian street is open space and ample public amenities. See the Pedestrian Street Typology in the Street Types Chapter for additional details on Pedestrian Streets.

Public Art: Public art is a public amenity. It is defined as “public” by the artist’s engagement with the community and/or site in the development of the artwork’s design.

Public realm: The public realm refers to all areas, building facades, natural features or other elements that are open to the public or help define the experience of public space. This includes all public and private streets, sidewalks, pedestrian connections through development and open space that allow public access. It also includes built or natural elements that define the edges of public space such as building facades, weather protection, walls, wetlands, streams and riparian areas, etc.

Soil Volume: The amount of cubic continuous quality soil provided to a tree. The maximum depth used for calculating soil volume is 36 inches or the depth of the soil provided, whichever is less.

Standard: A prescriptive requirement to ensure consistency and operational goals are met in the development of BelRed’s streets.

Streetscape: The physical and visual elements of a street, including the roadway itself as well as sidewalks, lighting, street furniture, trees, adjacent buildings and landscapes and other aspects of the street’s design and context that contribute to someone’s experience of the place.

Street Grid: The network of public streets in a neighborhood or community, as one might see them on a map. The size and shape of the grid influences many aspects of the look and feel of an area, from what types of infrastructure it will support and how development occurs, to the way people are able (or choose to) navigate it.

Street Typologies: The physical designation of a street based on its intended role within the larger street network. A street’s land-use context and transportation characteristics guide the design of the street and which

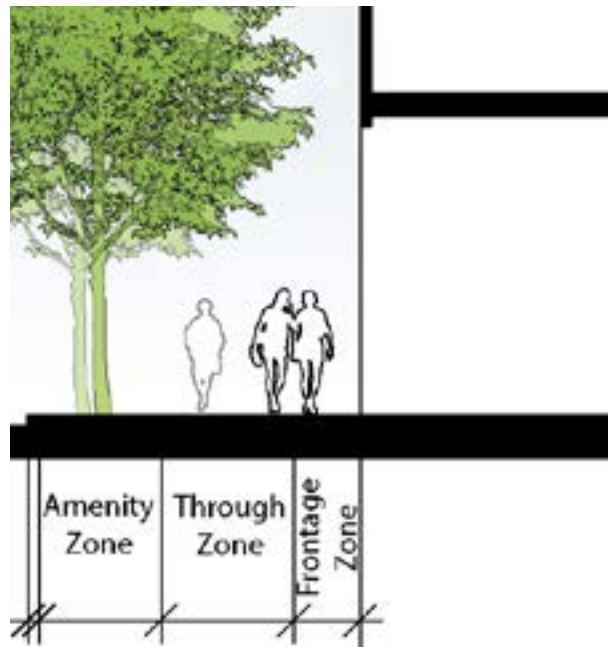


Figure 1. The BelRed Streetscape Plan frequently refers to the Amenity Zone, Through Zone and Frontage Zone as part of the sidewalk realm. For definitions of each zone, refer to the definitions provided. The figure above illustrates typical locations for each zone within a sidewalk. It is important to note that Pedestrian Streets typically have a different layout of the above zones although the zones typically perform similar functions from street type to street type. The exception to this could be when an event is being held on a Pedestrian Street and zones are repurposed for different uses during the event.

types of use are prioritized (e.g. local access or pedestrians and bicyclists). Street typologies can define everything from the width of the roadway or sidewalk, to the streetscape amenities, to the type of development that occurs.

Through Zone: Area of the sidewalk most commonly used for pedestrian through traffic. Typically, the through zone is located in between the Amenity Zone and the Frontage Zone and should be kept free of obstructions.



02

BACKGROUND

- 2.1 HISTORY OF BELRED
- 2.2 LAND USE VISION

HISTORY OF BELRED

On behalf of the City of Bellevue, this document acknowledges the land, today called BelRed, is part of the ancestral homelands of the Coast Salish people, the traditional home of all tribes and bands within the Duwamish and Snoqualmie Indian Tribe. We take this opportunity to honor and express our deepest respect to the original caretakers of this land; a people that are still here, continuing to honor their heritage.

BelRed has a history of clearing its land of one use to make way for another. Three hundred years ago, the community was home to a series of rich creek ecosystems surrounded by mixed coniferous old growth forests, wetlands and marshes. These natural ecosystems were devastated in the early 1800s when the logging industry drove the deforestation of old growth trees throughout the Pacific Northwest.



Logging in the BelRed area (1880s). Photo courtesy of the Eastside Heritage Center.

By the end of the 19th century, many of BelRed's trees had been logged. In 1904, a railroad running along the Eastern edge of Lake Washington from Renton to Woodinville called: the Lake Washington Belt Line, was constructed. The route cut through the western half of BelRed and was used to transport local freight between communities.

Around this time BelRed's land was surveyed, subdivided and converted to productive farmland. Homesteaders in the BelRed area employed mostly Japanese American

immigrants who had come to the Seattle area to work on the railroads, to clear the land of marshes and tree stumps with dynamite. In exchange for clearing the land, many of these Japanese American workers were leased small farms to grow fruits and vegetables. As a network of farms leased by Japanese American families established



Japanese Americans farming in BelRed in 1904 prior to World War II and their incarceration by the Federal government. Japanese American farmers were responsible for a huge majority of the region's agricultural products and the Eastside economy prior to World War II. Photo courtesy of the Eastside Heritage Center.



The Bellevue Japanese Clubhouse was in many ways the center of the Japanese American community in Bellevue. Home to the Bellevue Vegetable Growers Association and a place for the community to meet the clubhouse played a critical role in the Eastside economy and community. Formerly located in what became known as BelRed, the clubhouse was torn down to make way for Sound Transit's light rail construction. Photo courtesy of the Eastside Heritage Center.

themselves, community institutions such as the Bellevue Japanese Clubhouse (a community center also known as the “Kokaido”) and the Bellevue Vegetable Growers Association (which shipped goods by train outside of the Seattle area) became the heart of BelRed’s character. The community lost its vibrancy and identity during WWII, when many of the Japanese American community were forced to leave their homes and move to incarceration camps in the inland.

Through the 20th century Bellevue became dominated by low density suburban development. Two floating bridges



Safeway Distribution Center in BelRed, completed 1958. Photo courtesy of Eastside Heritage Center.

constructed across Lake Washington in 1940 and then 1963, granted easy access to Seattle and encouraged the subdivision of large lots previously used for farming for wide swathes of suburban housing. BelRed emerged as the hub of light industry and low-density commercial services. Agricultural land was slowly replaced by large warehouses, production plants, and distribution buildings with vast surface parking lots.

Since the 1990s, industry in BelRed has begun to decline as several big employers moved out or reduced their operations. Around BelRed, Bellevue has developed into a modern metropolis, becoming an “Edge City” with a dynamic, high-rise, employment, and residential



downtown core. The planned extension of the East Link light rail system to be completed in 2023 will run through BelRed, linking the neighborhood with Downtown Bellevue, Redmond, Seattle and the wider metropolitan area. This places BelRed on the cusp of another major change. High intensity development is currently beginning to reshape the district, slowly transforming it into a new, multicultural, transit-oriented community.

LAND USE VISION

BelRed is envisioned to be a unique neighborhood within the city of Bellevue and the entire Puget Sound region. Thriving businesses will be adjacent to, and sometimes mixed with, livable neighborhoods, and all will be served by a multi-modal transportation system that connects the area to the greater city and region. Environmental and community amenities will distinguish BelRed and serve residents and employees in the area, surrounding neighborhoods and the entire city.

BelRed is envisioned to have the following:

- A thriving economy,
- Vibrant, diverse and walkable neighborhoods,
- A comprehensive, connected parks & open space system,
- Environmental improvements,
- A multi-modal transportation system,
- A sense of place,
- A unique cultural environment,
- An appropriate scale of development,
- Timely development of transportation, other infrastructure and public amenities, and
- Sustainable design.



Figure 2. Rendering from the 2009 revisioning of BelRed from light industrial and services uses into dense mixed use neighborhoods.

BELRED'S NODAL DEVELOPMENT PATTERN

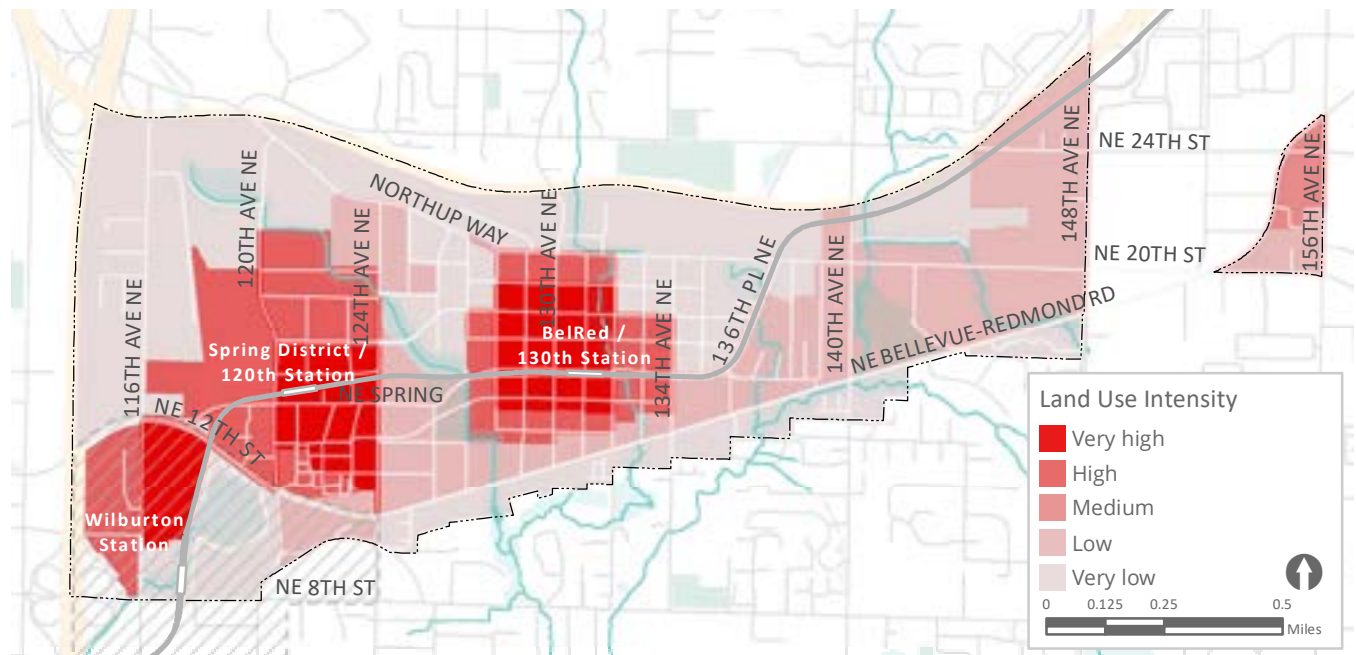


Figure 3. BelRed's nodal development is centered around the three light rail stations.

A distinguishing characteristic of BelRed will be its “nodal” development pattern, where development will be concentrated around future light rail stations. Future stations will be located east of Bellevue’s medical district just north of NE 8th Street, at 122nd Avenue NE, at 131st Avenue NE and at Overlake Village in Redmond. The centers of nodes are envisioned to be relatively dense mixed-use areas, with a high level of pedestrian access and amenities. Lacking defined borders between nodes, the above map illustrates that nodal development is more related to the intensity of use than defined areas.

Nodes are intended to break down the large expanse of the subarea to create a series of neighborhoods, each with its own distinct character and sense of place. While every node will provide for a mix of uses, each node will have a unique emphasis. The node near the medical district will emphasize medical office, while the node centered roughly at 122nd will emphasize office; the node centered roughly at 130th NE will emphasize housing with an active retail street at its core.

As indicated in the map above, there are large areas of BelRed that have Low or Very Low intensities of Land Use. This doesn’t mean that streets in these locations need not provide streets that promote walkability and other non-motorized uses - quite the opposite. These streets need to be designed to meet existing and future needs and also serve as important multimodal connections between more intense land use areas.

03

NETWORK DESIGN

3.1 MOBILITY NETWORK

3.2 DESIGN PRINCIPLES

3.3 DISTRICT-WIDE DESIGN

MOBILITY NETWORK

BelRed's mobility network is designed to get people and goods to and from their destinations. The mobility network is comprised of the street, pedestrian, bike, transit, and freight networks. Many of these networks overlap within the street grid but some include trails and paths through open space to make important connections. Together they represent options that allow for flexibility for how people choose to get around.

BelRed's mobility network approach allows users to choose the best mix of mobility options to meet their needs. A transit user may take the train to the 130th Light Rail Station and transition to being a pedestrian to get home. Someone who drove in to work in the morning might use a shared bike to get to walking trails through parks at lunch. While walking, biking, and transit uses are prioritized, a connected street and freight network also provides easy connections for pickup, movement and delivery of goods.



MOBILITY NETWORK

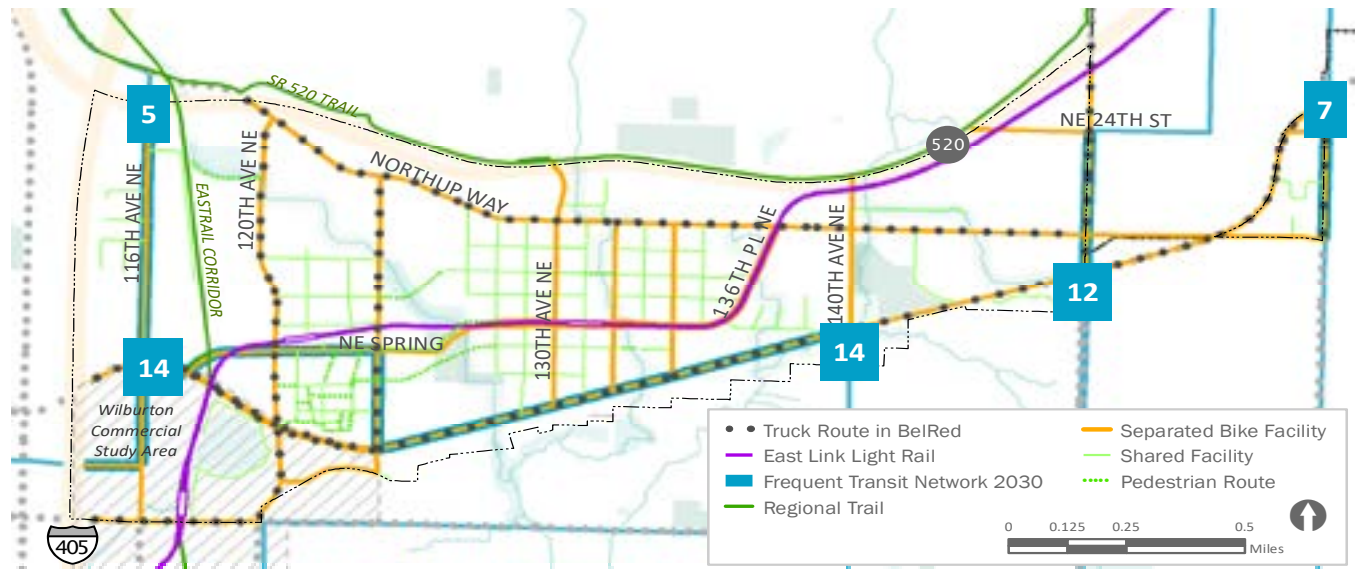


Figure 4. BelRed’s Mobility Network is composed of all BelRed streets, parks, trails, transit, bike infrastructure (Figure 5, below) and freight routes. Frequent transit routes (numbered above) within the BelRed include: 5 - Totem Lake - Kirkland - Bellevue, 7 - Redmond - Crossroads - Eastgate - Factoria, 12 - Eastgate - Overlake Village - Kirkland, and 14 - Kirkland - Bel-Red - Eastgate.

BIKE NETWORK

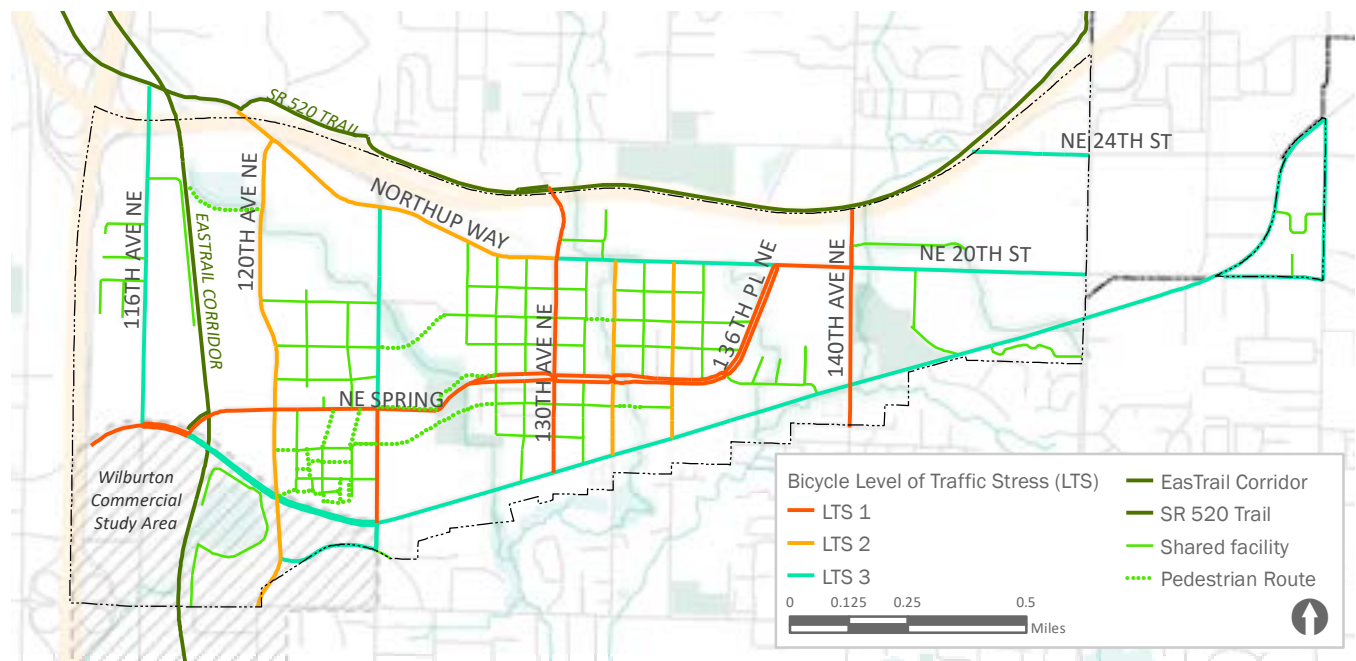


Figure 5. The bike network follows the multimodal level of service (MMLOS) approved by the City of Bellevue’s Transportation Commission. For additional details on what the Level of Traffic Stress (LTS) is for a particular street and what that means for its design features, refer to MMLOS Metrics, Standards & Guidelines. On top of MMLOS, bicycle infrastructure should support quality connections between different facility types - particularly prioritizing access to transit and regional trails like Eastrail and the 520 Trail. Local, Green and Pedestrian Streets, while shared facilities, are critical to the functioning of the Bike Network as they support bicyclists of all abilities within the streetscape. Supportive features like directional signage, bicycle racks and lockers, shared use bicycle parking areas, adequate lighting and other elements are critical to the successful use of BelRed’s Bike Network.

REQUIRED ON-STREET PARKING

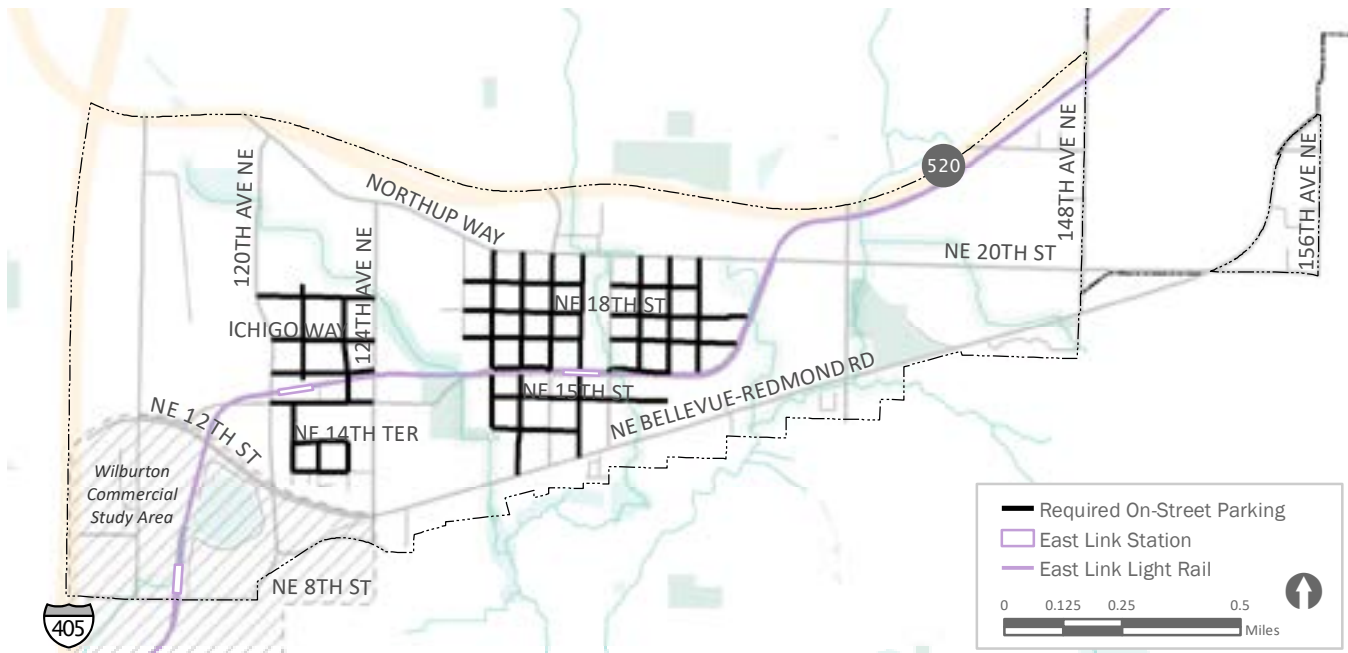


Figure 6. On-street parking is required on the above streets on both sides of the street. Exactly how much parking per block is required depends on driveway locations, other factors and whether a street is designated a Green Street. On Green Streets parking is required on both sides of the street while also alternating parking bays with expanded landscape areas. See the Green Streets street type on page 38 for additional details.

Note: On Spring Boulevard, between 120th Ave NE and 124th Ave NE, parking is only required on the north side of the street.

DESIGN PRINCIPLES

The intent of this plan is to serve as design guidance that leads to streets supporting and contributing to an active and lively public realm, a safe and efficient multimodal transportation network, and reflecting the unique character and community of BelRed. This plan focuses on central design principles that are integral to BelRed's community and neighborhood identity. These design principles support policies and strategies in the BelRed Subarea Plan, the 2020 Bellevue Economic Development Plan and other plans. These design principles reflect what type of place BelRed will be and therefore, drive design decisions on the urban design of streetscapes, our largest and most used part of the public realm.

Design principles for BelRed's streets include:

MULTIMODAL:

Design streetscapes to provide for safe access for all users and modes of travel by prioritizing safety for people walking, biking and other non-motorized modes, and accessing transit. Streets should also seamlessly connect to parks and trails, an important component of BelRed's mobility network, and efficiently move people that decide to drive and delivery of goods.

PEOPLE + PLACES:

Design streetscapes to be true places for people and not simply infrastructure for travel. Streets must be designed and managed to reflect the type of development and uses along the street edge. Streets should provide ample opportunities for social interaction whether street level uses are commercial, office, residential, or institutional.

GREEN:

Design streetscapes to integrate green elements including street trees, bioretention facilities, bioswales, permeable paving materials, and other elements to mitigate stormwater runoff and protect environmentally sensitive

areas. from pollution. Street elements should also reflect the environmental and natural context they travel through. In locations where streams cross or are directly adjacent to streets, landscape and other streetscape elements should work to highlight these features.

SMART:

Design streetscapes to incorporate intelligent infrastructure including signals, meters, electric vehicle charging, car and bicycle sharing and wayfinding, and other emerging technologies that allow for a more efficient, convenient and adaptive network.

CREATIVE + ARTISTIC:

Design streetscapes to inspire creativity. Streets should be platforms for temporary and permanent public art, and where possible, for performance. Use of color, art, and natural elements are integrated into streetscapes to support BelRed's innovative identity and enhance and unify nodal character.

ADAPTIVE:

Design streetscapes that allows them to transition with land use development and evolving transportation options over time. Streets should be adaptable and support changing needs and priorities, including potentially repurposing space for new transportation modes, practices, and amenities, curb space management, parking needs, sidewalk uses, public space, stormwater management, art and performance, community events and markets, and other features.

DISTRICT- WIDE DESIGN

To ensure that design principles are achieved, the following design guidelines focus on district-wide applications.

MULTIMODAL

BSP-1. Utilize the street network to facilitate bicycle connections into, within and through BelRed. Bicycle infrastructure should be designed to mitigate risk and limit confusion at transitions from one type of bike facility to another.

BSP-2. Create an appropriate balance of bicycle vs. pedestrian amenities that accommodate fast and slower moving users.

BSP-3. Incorporate public transportation stops and short-term loading and delivery areas that do not endanger or push bicyclists out of bike lanes and into roadway traffic.

BSP-4. Incorporate parking for bicycle and other non-motorized uses, including space for shared bicycles or other alternatives, into streetscape design. In areas adjacent to light rail stations, provide bicycle lockers for public use.

BSP-5. Require midblock crossings when block length is greater than 300'. Align through-block connections with midblock crossings where possible.

BSP-6. Uphold City standards for sight distance setbacks for controlled and uncontrolled intersections.

PEOPLE + PLACES

BSP-7. Design streets as places for mobility, to experience culture, connect with friends and gather. To achieve this streets should be rich with amenities, provide spaces for people to sit, gather, experience art and activity. Delineation of the sidewalk zones is critical to the success of BelRed's streetscapes (through zone, amenity zone and frontage zone).

BSP-8. Provide adequate accessible parking throughout BelRed.

BSP-9. Permit the use of streets as places for temporary events (farmer's markets, festivals, street fairs, block parties, and other special or regular events).

BSP-10. Link the intensity of the Land Use Vision laid out in the BelRed Subarea Plan and Land Use Code with the provided infrastructure and amenities in the streetscape. Buildings at or facing public sidewalks should not be considered "back of house" and shall provide amenities to support an active pedestrian realm.

BSP-12. Where adjacent to pedestrian activated frontage, provide additional sidewalk area space to serve sidewalk cafes, outdoor seating areas, or window shopping.

BSP-13. Create an engaging pedestrian realm. This includes elements such as use of pedestrian-scaled materials in building facades at the street level, adjacent uses, integrated, standalone, temporary, or performance art, landscaping and street trees, design details in the sidewalk realm, wayfinding, furniture, pedestrian-scaled and in-grade lighting and other elements.

BSP-14. Utilize pedestrian-scaled lighting on all streets. Although preferred, the one exception is where adjacent parcels are zoned General Commercial (GC) in the current Bellevue Land Use Code.

BSP-15. Locate vehicular street lights at middle and corners of blocks, one side of the block only, or as required to meet design standards. Locate fire hydrants as close to corners of blocks as possible.

BSP-16. At locations with historical significance, incorporate interpretive and artistic elements to help share BelRed's story. Where contextually relevant, interpretive elements can highlight the Japanese American community that once lived and farmed much of BelRed.

BSP-17. Bring the active arts scene, currently largely hidden in BelRed, into the public realm by fulfilling the public art chapter included in this plan.

BSP-18. Locate waste and recycling receptacles on pads within landscape areas on opposing corners at the ends of blocks.

GREEN

BSP-19. Select trees and understory plants that emphasizes Northwest Planting Character (see definition on page 8), variety and biodiversity while reflecting BelRed's ecological and agricultural history.

BSP-20. Work to maximize tree canopy in BelRed's streetscapes by minimizing and consolidating driveways and by coordinating street lighting design and utilities with street tree locations.

BSP-21. Use accent trees at important locations like street corners, building entrances and where streams cross streets. Specific accent tree selection should be based off of site context and is subject to approval through the permitting process.

BSP-22. Highlight riparian areas and locations where streams cross streets by utilizing a riparian area planting palette in streetscape locations adjacent to these features. The change in plants should be noticeable in these locations.

BSP-23. Provide street trees with required soil volume to promote the health and longevity of trees and also to minimize sidewalk maintenance from root upheaval. Consolidate utilities that cross street planting areas, where possible, to avoid reductions in soil volume. See Parks' Environmental Best Management Practices Manual for required soil volume.

BSP-24. Work to treat and/or infiltrate stormwater runoff with GSI techniques where feasible. The goal of this design guideline is to mitigate impacts, specifically reducing pollution impacts to natural areas including streams, lakes and wetlands.

BSP-25. Install automatic irrigation systems for all streetscape plantings, including bioretention areas. Irrigation should be used in bioretention areas for supplemental purposes after plant establishment. The use of high-efficiency irrigation systems is required.

SMART

BSP-26. Incorporate technologies that allow the BelRed mobility network to be adaptive to changing traffic patterns, uses and new technologies.

BSP-27. Incorporate wayfinding and other mechanisms, where appropriate, to promote use of non-vehicular modes of travel. An example is planned tree lights at the 130th Station that change color down the block as a light rail train approaches (program is triggered when incoming trains are two minutes away and completes the cycle as the train approaches). Other examples include, but are not limited to, digital bicycle counter displays and artwork that responds to pedestrian movement or changing site conditions.

CREATIVE + ARTISTIC

BSP-28. Reflect BelRed's arts and creative identity by utilizing color, engaging art and design elements, and the incorporation of natural features into streetscapes. Streets should have a mix of signature or landmark artworks and smaller more intimate artworks as called for in the Public Art chapter of this plan.

BSP-29. Promote community gathering in streetscapes where possible. This could be done through smaller scale gathering spaces along busy streets, designing streets for periodic closure for events and festivals or the through the design of pedestrian streets as linear plazas with integrated permanent artwork and space for temporary art and performance.

ADAPTIVE

BSP-30. Where possible, design streets to allow for flexible use and reallocation of space as mobility and community uses change.

BSP-31. Utilize areas predominantly used for on-street parking so they provide the greatest public benefit. Examples could include: short and longer term parking, pick-up and drop-off areas, loading zones, parklets and streeteries, mobile artworks (see Public Art chapter), personal and shared bicycle or other non-motorized parking, etc. Ensure that adjacent landscape areas include breaks, or walk-through areas for access from sidewalks.



04

STREET TYPOLOGIES

- 4.1 STREET TYPES
- 4.2 STREET STANDARDS
- 4.3 ARTERIAL STREETS
- 4.4 LOCAL STREET
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- 4.6 PEDESTRIAN STREETS
- 4.7 SHOPPING STREET

STREET TYPES



Figure 7. BelRed street types.

The BelRed Land Use Code (LUC 20.25D.140) identifies five street types in BelRed. Each street type contributes to the functioning of the street network and the livability of BelRed in different ways.

ARTERIAL STREETS

Along with the East Link light rail alignment, BelRed’s arterials will serve as the primary means of entrance to, and movement through BelRed. Accordingly, these streets should convey the character of the neighborhood and provide a strong “threshold experience” as one enters BelRed.

LOCAL STREETS

The majority of new streets to be built in BelRed will be Local Streets. They are intended to support residential and commercial development with smaller street widths, generous landscape and pedestrian furnishings.

GREEN STREETS

Green Streets are important east-west streets that connect the street network to parks and open space. Green

Streets should be considered urban trails and extensions of parks and open spaces. They are important streets for pedestrians and bicyclists and are defined by their curbless design and green elements and infrastructure.

PEDESTRIAN STREETS

Pedestrian Streets are seen as a specific type of local street that supports primarily more active pedestrian uses. These streets are important components of the open space network, offer comfortable pedestrian-prioritized experiences, might support market, arts activity and outdoor dining, or simply offer a quiet and green connection or respite.

SHOPPING STREET

BelRed’s Shopping Street is intended to be an active corridor that support retail by providing wider sidewalks for dining and window shopping, grated trees for extra pedestrian maneuverability, and low furnishings for unobstructed sight lines to storefronts and on-street parking and loading. This street is designed for periodic closure for events and markets.

ARTERIAL STREETS



Figure 8. BelRed arterials.

Arterials in BelRed serve to bring people and goods into and through BelRed. These streets define BelRed's boundaries and will host the highest traffic volumes. While all of BelRed's streets emphasize multimodal use, arterial streets require the greatest distinction of space utilized by different modes.

STREET ORGANIZATION

BSP-32. Where possible, BelRed's Arterial Streets should have dedicated spaces for roadway traffic, bicyclists and pedestrians with buffers between uses. See Figure 9 for Arterial Street Dimensional requirements.

BSP-33. Include additional space and amenities for pedestrians and bicyclists on Arterial Streets abutting to or near light rail stations.

BICYCLE INFRASTRUCTURE

BSP-34. Utilize Arterials Streets as key regional and local bicycle connections into, within and through BelRed. Ensure that bicycle facilities are buffered from traffic and support the safety of all users of BelRed's streets. Vertical or spatial buffers are preferred. Where that isn't possible,

use rounded or stepped curbs to delineate space.

BSP-35. Clearly define bike lanes on Arterial Streets through buffered and/or vertical separation, pavement color, pattern and materials. Vertical and buffered separation is preferred on arterials.

BSP-36. Reduce roadway cost by transferring bicycles off of expensive vehicular pavements.

SIDEWALKS

BSP-37. On Spring Boulevard, incorporate steel inlays at intersections with other streets. See Figure 12 for design details.

ELEVATED STRUCTURES

BSP-38. Reinforce district character through use of design and art elements on elevated structures. Examples could include painted murals, integrated artworks, use of vibrant color and other features like formliners. Elevated structures include both walls above five feet and all bridges.

ARTERIAL STREET STANDARD DIMENSIONS							
Arterial	Motorized Zones (total width)		Non-Motorized Zones (total width)				
	Travel Lanes	Parking	Bicycle		Amenity Zone		Sidewalk Zone
			Buffer	Lanes	Curb	Amenity	Pedestrian Thru Zone
116th Ave NE Bel-Red Rd east of 148th Ave NE	34' total		39' total				
	(2) 11' Travel Lanes (1) 12' Turn Lane	None	(2) 2' Buffers	(2) 6' Protected Bicycle Lanes	(2) 6" Curbs	(2) 5' Planting	(2) 6' Sidewalks
120th Ave NE 148th Ave NE 156th Ave NE	56' total		39' total				
	(4) 11' Travel Lanes (1) 12' Turn Lane	None	(2) 2' Buffers	(2) 6' Protected Bicycle Lanes	(2) 6" Curbs	(2) 5' Planting	(2) 6' Sidewalks
124th Ave NE	56' total		41' total				
	(4) 11' Travel Lanes (1) 12' Turn Lane	None	None	(2) 6' Protected Bicycle Lanes	(2) 6" Curbs	(2) 6' Planting	(2) 8'
130th Ave NE south of NE Spring Blvd	34' total		35' total				
	(2) 10.5' Travel Lanes (1) 12' Turn Lane	None	None	(2) 6' Protected Bicycle Lanes	(2) 6" Curbs	(2) 5' Planting	(2) 6' Sidewalks
Northup Way	56' total		39' total				
	(4) 11' Travel Lanes (1) 12' Turn Lane	None	None	(2) 6' Protected Bicycle Lanes	(2) 6" Curbs	(2) 5' Planting	(2) 8' Sidewalks

Figure 9. Arterial Street Standard Dimensional Requirements (Continued on next page). Note: On 130th Ave NE south of NE Spring Blvd, the bicycle lane is located adjacent to the sidewalk while the curb and amenity zone are located adjacent to the travel lanes.

ARTERIAL STREET STANDARD DIMENSIONS							
Arterial	Motorized Zones (total width)		Non-Motorized Zones (total width)				
	Travel Lanes	Parking	Bicycle		Amenity Zone		Sidewalk Zone
			Buffer	Lanes	Curb	Amenity	Pedestrian Thru Zone
Spring Blvd							
Spring Blvd - Zone 1	58' total		32' total				
West of 120th Ave NE	(2) 12' and (2) 11' Travel Lanes and (1) 12' Turn Lane and Median	None	None	None	(2) 6" Curbs	(1) 6' Planting and (1) 5' Planting	(1) 6' Sidewalk and (1) 14' Multipurpose Path
Spring Blvd - Zone 2	61' total		52' total				
120th Ave NE to 124th Ave NE	(2) 11' Travel Lanes and (2) 10' Travel Lanes and (1) 11' Turn Lane and Median	(1) 8' Parking Lane	(2) 1' Directional Tile Buffers	(2) 5' Cycle Paths adjacent to Sidewalk	(2) 6" Curbs	(2) 6' Planting	(2) 13.5' Sidewalks
Spring Blvd - Zone 4	22' total		49' total				
130th to 132nd	(2) 11' Travel Lanes	None	3' Buffer with 4" Rolled Curb	(2) 5.5' Bike Lane	(2) 6" Curbs with 2" Rolled Curb Height	(2) 5' Planting	(2) 10.5' Sidewalks
132nd Ave NE	34' total		51' total				
	(2) 11' Travel Lanes (1) 11' Turn Lane	None	None	(2) 6' Protected Bicycle Lanes	(2) 6" Curbs	(2) 16' Sidewalk and Landscape Buffer	
134th Ave NE	34' total		35' total				
	(2) 11' Travel Lanes (1) 12' Turn Lane	(2) 8' Parking Lanes	(2) 1.5' Buffers	(2) 5' Bicycle Lanes	(2) 1.5' Curb Zones	(2) 16' Sidewalk and Landscape Buffer	
134 Ave NE Interim Half Street	17' total		22' total				
	(1) 11' Travel Lane	(1) 8' Parking Lane	(1) 1.5' Buffer	(1) 5' Bicycle Lane	(1) 1.5' Curb Zone	(1) 5' Planting	(1) 9' Sidewalk
Bel-Red Rd from 124th Ave NE to 148th Ave NE	56' total		56' total				
	(4) 11' Travel Lanes (1) 12' Turn Lane	None	None*	None*	(2) 6" Curbs	(2) 20' Planting	(2) 8' Sidewalks

Figure 9. (continued from previous page). Arterial Street Standard Dimensional Requirements.

* Note: Bike lanes may be considered in the future on Bel-Red Rd.

BSP-39. Incorporate overlooks to leverage views of Downtown, parks, open space, streams, public art, the Cascade Mountains and Mt. Rainier and to create social destinations (meet-ups, lunch, etc). Provide furniture, public art, interpretive graphics, and/or special accent lighting features at overlooks. An example of a constructed overlook in BelRed is on 124th Ave NE at the West Tributary.

BSP-40. Link art and design components at stream crossings by stream (similar design or art treatments or materials at overlooks of the West Tributary, as an example) can help make experiential connections between different overlooks. For direction on artwork for these locations see Crossings section on page 78 in the Public Art Chapter.

INTERSECTIONS

BSP-41. Minimize pedestrian crossing times through the use of curb bulbs, pedestrian refuges, scramble crossings (Barnes Dance crossings) and minimizing roadway widths.

BSP-42. Maintain minimum requirements for fire/police department safety and maneuverability of other large vehicle turning radii.

BSP-43. Define pedestrian space at key intersections and along key arterials with concrete intersections and crossings and specialty metal inlays (see Figure 12). As typical Arterial Streets include asphalt roadways, pedestrian crossings should be standard concrete color to provide contrast while the centers of intersections should be carbon-colored integral pigmented concrete. Streets and locations include:

- Spring Boulevard at all intersections
- All Arterial intersections with Green Streets

BSP-44. Protected intersection design is strongly preferred.

LANDSCAPE

BSP-45. Design understory plantings to reflect northwest planting character and local site conditions. See definition of northwest planting character on page 8. Example plants for reference: sword fern, heather, Epimedium, Hakonechloa, Fragaria chiloensis, geranium, Cornus kelseyi, evergreen huckleberry, hydrangea, rhododendron and azalea.

BSP-46. Utilize the Arterial Street Tree Palette for street tree selection.

Arterial Street Tree Palette

STREET	PRIMARY TREE	RESTRICTED SPACE TREE
BEL-RED RD	Platanus x acerifolia 'Bloodgood' or Quercus coccinea	Stewartia pseudocamellia
NE SPRING BLVD	Ginkgo biloba 'Magyar' or Acer miyabei 'Morton'	Cornus kousa x nutallii 'Venus'
NORTHUP WY / NE 20th ST	Acer rubrum 'October Glory' or Zelkova serrata 'Green Vase'	Carpinus caroliniana 'Palisade'
NE 24th ST	Cercidiphllum japonicum or Acer x freemanii 'Jeffersred'	Syringa pedinensis 'Morton'
116th AVE NE	Platanus x acerifolia 'Bloodgood' or Ulmus propinqua 'JFS-Bieberich'	Maackia amurensis 'JFS-Schichtel1'
120th AVE NE	Nyssa sylvatica 'Afterburner' or Ostrya virginiana	Cornus kousa x nutallii 'Venus'
124th AVE NE	Ulmus propinqua 'Emerald Sunshine' or Styphnolobium japonicum 'Regent'	Parrotia persica 'Vanessa'
130th AVE NE (South of Spring)	Gleditsia tricanthos 'Skyline'	Cornus kousa x nutallii 'Venus'
132nd AVE NE	Ulmus 'Morton Glossy' or Ostrya virginiana	Cornus kousa x nutallii 'Starlight'
134th AVE NE	Zelkova 'Green Vase' or Quercus bicolor	Parrotia persica 'Vanessa'
140th AVE NE	Ginkgo biloba 'Autumn Gold' or Liriodendron tulipifera 'JFS-Oz'	Carpinus caroliniana 'Palisade'
148th AVE NE	Platanus x acerifolia 'Bloodgood' or Acer truncatum x platanoides 'Keithsform'	Oxydendrum arboreum
156th AVE NE	Acer truncatum x platanoides 'Warrenred' or Quercus coccinea	Carpinus caroliniana 'Native Flame'



Figure 10.

ARTERIAL STREET - TYPICAL

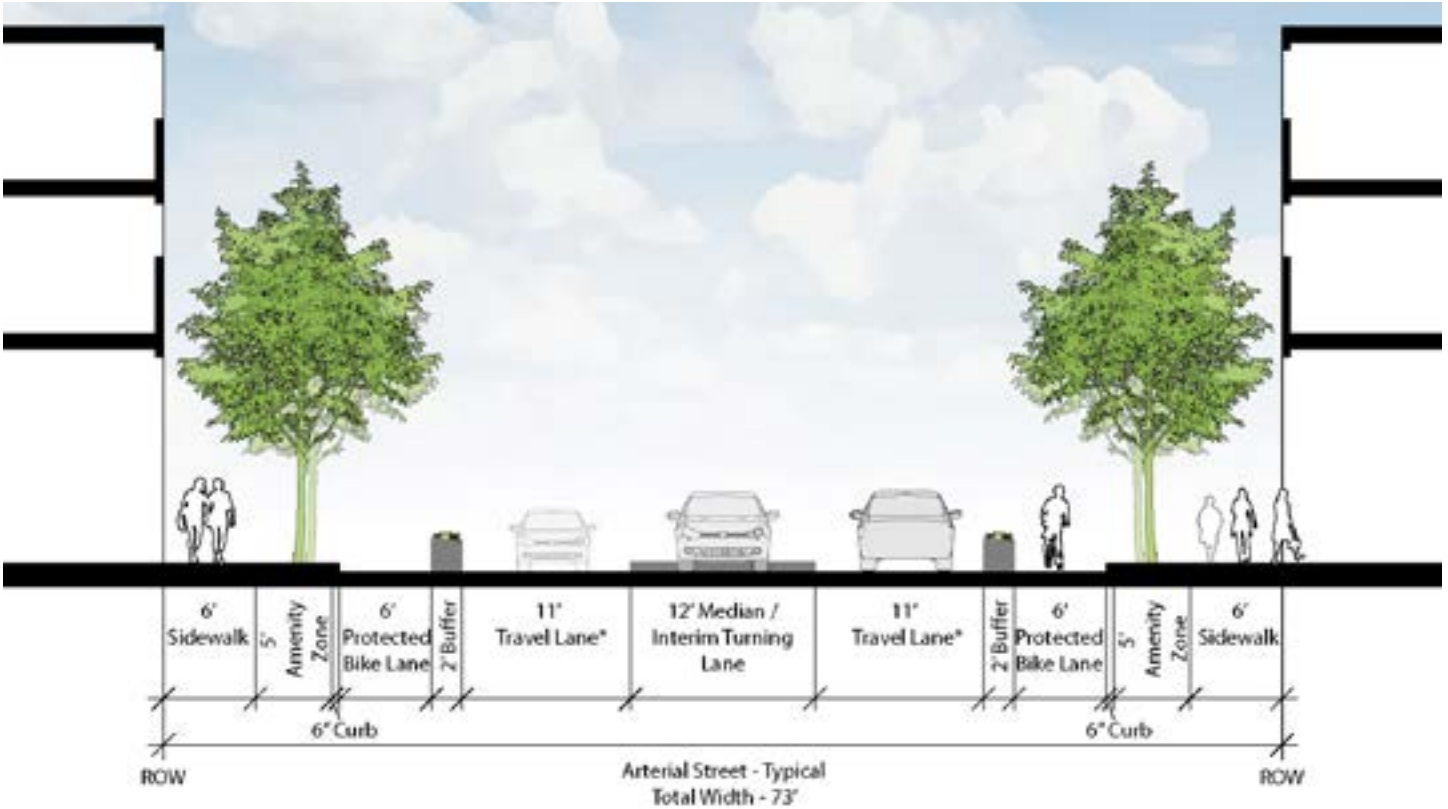


Figure 11. Arterial Street Typical Section. Note: Arterial streets can accommodate 1-2 travel lanes in each direction. If a second lane is needed, the lane closest to the curb should be 11' in width and the lane farthest from the curb should be 10' in width. 130th Avenue NE north of Spring Boulevard is considered a Shopping Street and follows different standards and design guidelines. Sections of 124th Ave NE and Spring Boulevard have a different section - particularly the location of bike lanes. Where bike lanes are adjacent to sidewalk areas, a buffer with directional tiles is necessary between the bike lane and pedestrian areas.

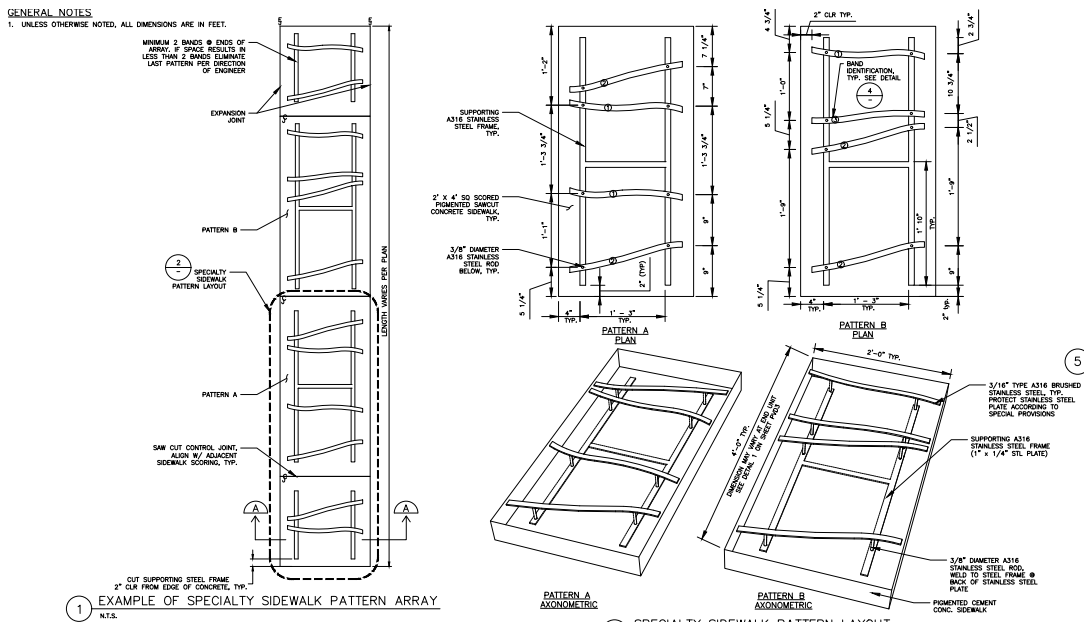


Figure 12. Arterial Street Steel Inlays. See BSP-43 for specific locations where these inlays should be used. Figure 13 further illustrates their desired placement within the sidewalk realm. Inlays should be constructed with A316 Stainless Steel.

ARTERIAL SIDEWALK STANDARDS

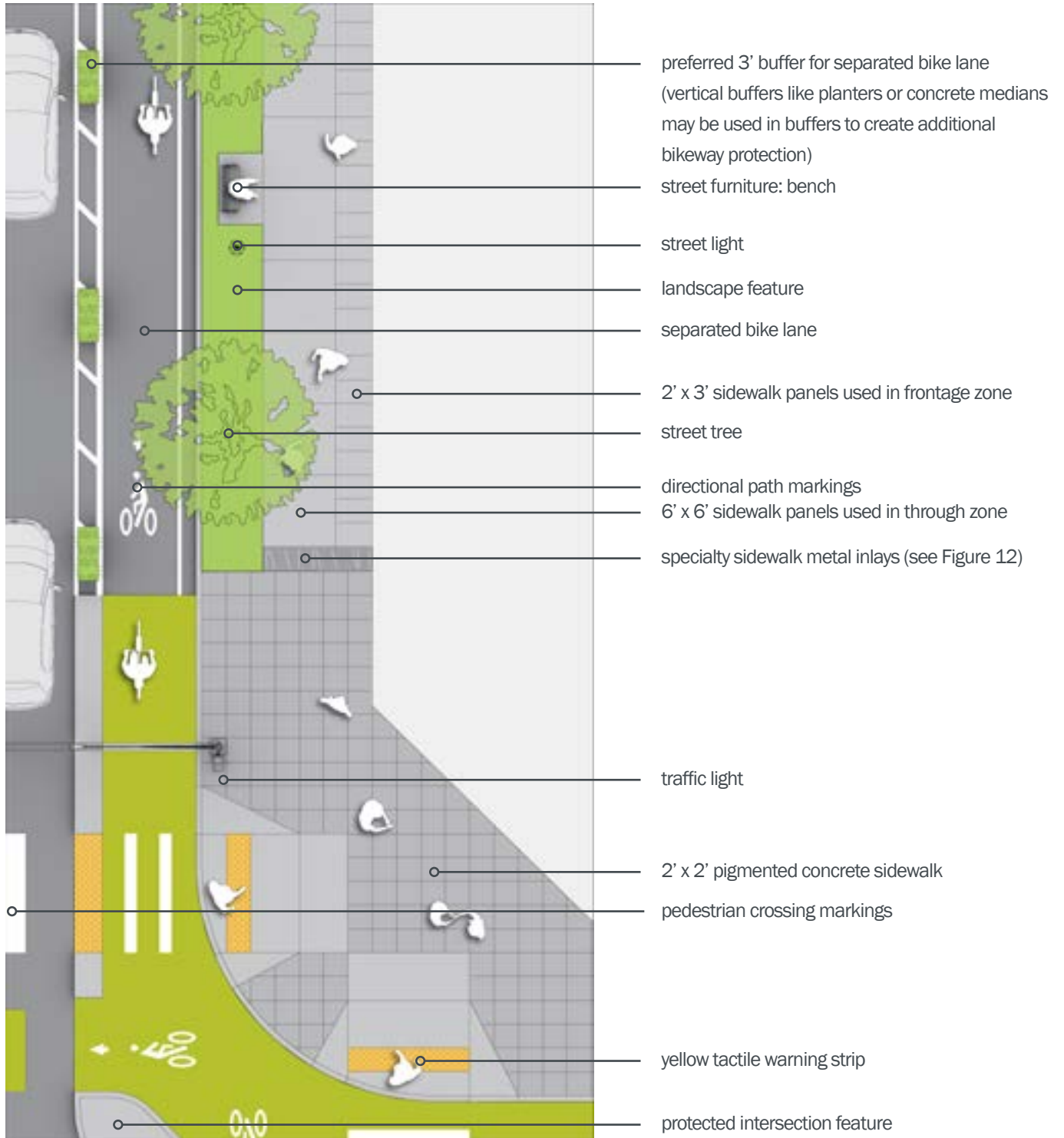


Figure 13. Arterial Street Sidewalk Standards. Note: 130th Avenue NE north of Spring Boulevard is considered a Shopping Street and follows different standards and design guidelines.

ARTERIAL STREET - INTERSECTION STANDARDS

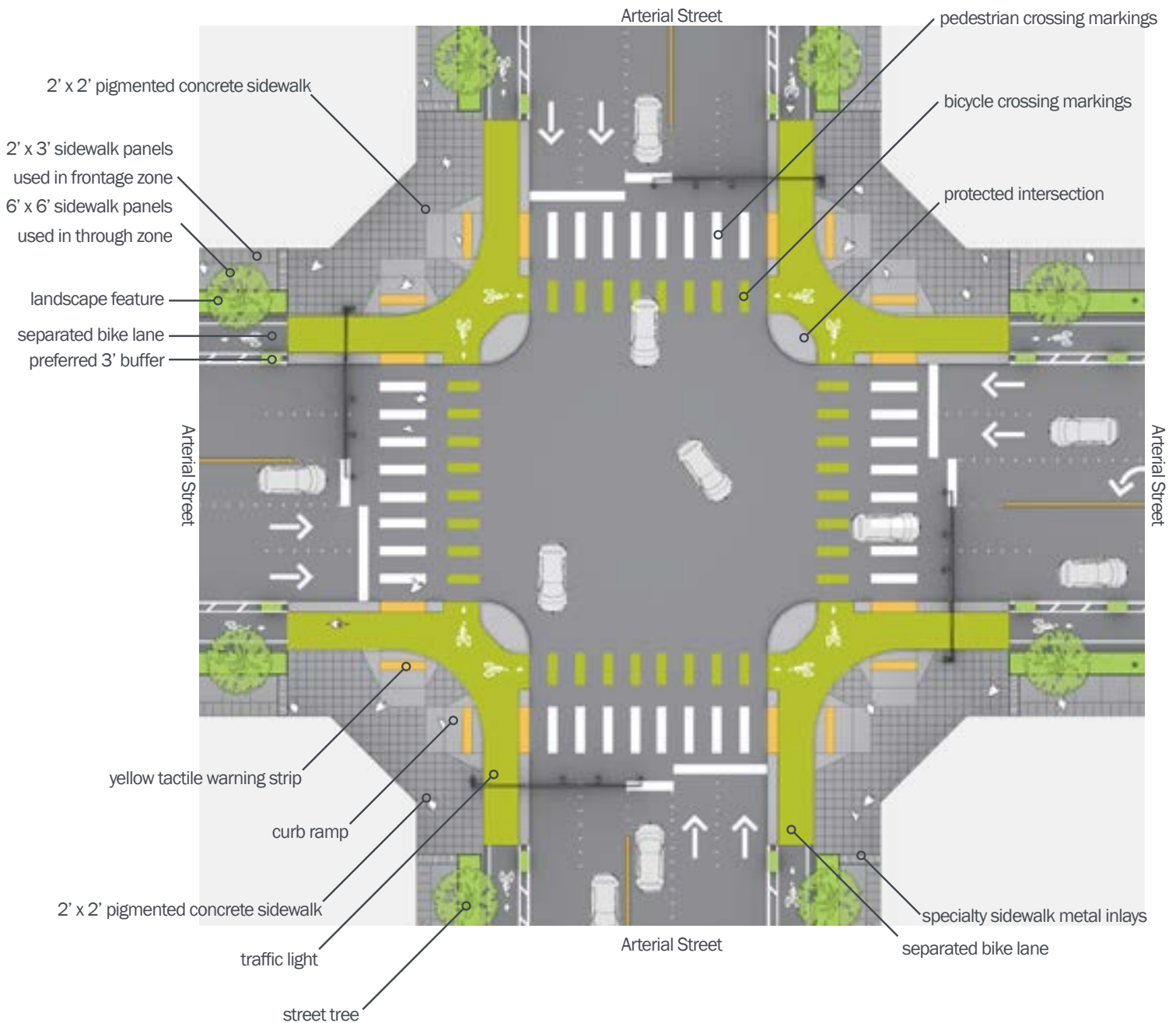
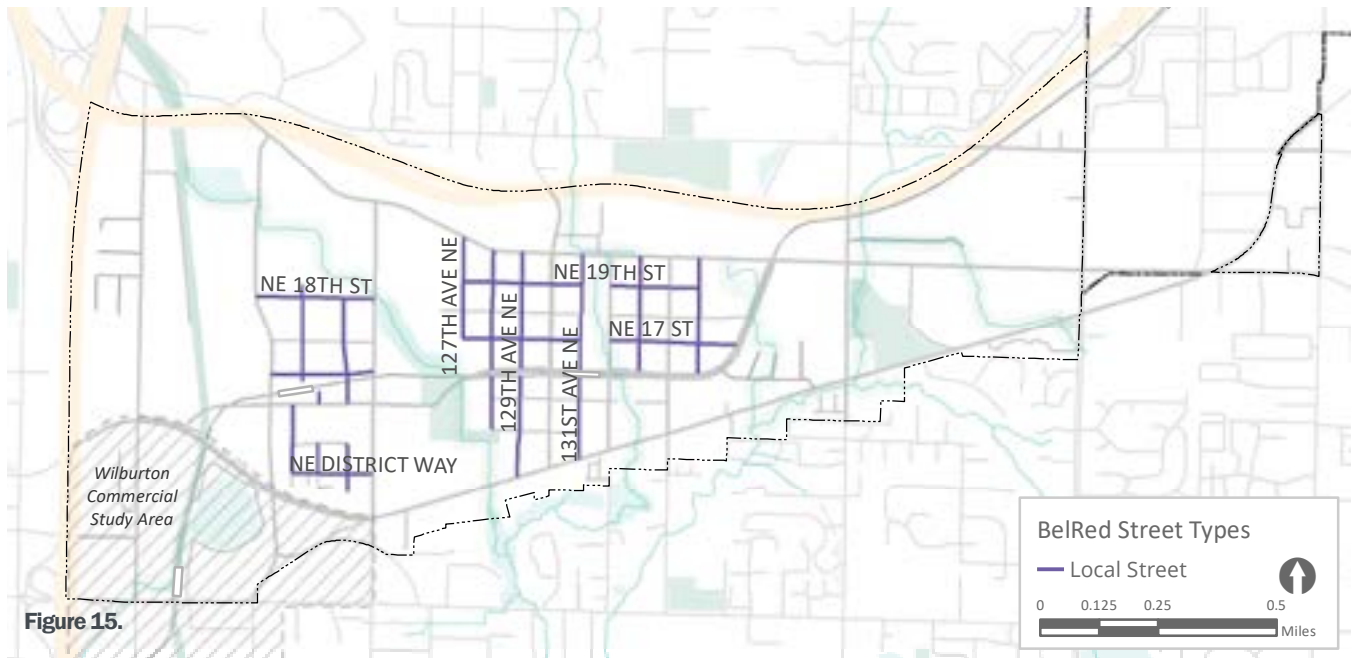


Figure 14. Arterial Street Intersection Standards. Note: 130th Avenue NE north of Spring Boulevard is considered a Shopping Street and follows different standards and design guidelines.

LOCAL STREETS



The majority of new streets to be built in BelRed will be Local Streets. These streets are intended to support residential development through their intimate scale, generous landscape and pedestrian furnishings. Their design intends to encourage a sense of neighborhood “ownership” and participation through the relationship of entrances, lobbies and courtyards with social spaces for seating and conversation in the street. Mid-block curb extensions will provide an amenity space for seating, additional landscaping, non-motorized transportation parking as well as a more frequent interval of crossing in the 300 foot blocks. Texture and detail are prioritized in design. These block types are meant to provide quiet juxtaposition to the busier retail streets or transit boulevards that they intersect. The intent is that when you turn the corner from these busier streets, you enter a quieter environment where you can “hear the birds sing”.

STREET ORGANIZATION

BSP-47. Utilize the Local Streets Standard Dimensions table (Figure 16) for dimensional requirements for all Local Streets except where an interim street is being built by a developer on one side of the planned street’s centerline but the other side will be built by another developer at another time.

BSP-48. Prioritize pedestrian crossings at intersections of Local Streets and intersections of Local Streets with Green Streets and midblocks on Local Streets.

STREET ORGANIZATION - INTERIM DESIGN

BSP-49. All interim streets should delineate future parking and curbside use space with a change in paving treatment. Interim street design should not limit ability of future installation of curb bulbs.

BSP-50. Interim One-Way streets may be proposed if adjacent street network can provide required fire safety access to all parts of development. These streets will need to be approved through the permitting process.

LOCAL STREET STANDARD DIMENSIONS							
	Motorized Zones (total width)			Non-Motorized Zones (total width)			
	Travel Lanes	Parking	Bicycle		Amenity Zone		Sidewalk Zone
			Buffer	Lanes	Curb	Amenity	Pedestrian Thru Zone
Local Streets	36' total		25' total				
	(2) 10' Travel Lanes	(2) 8' Parking Lanes	Shared Roadway		(2) 1.5' Curb zone	(2) 5' Planting	(2) 6' Sidewalks

Figure 16. Local Street Standard Street Dimensions.

INTERIM LOCAL STREET STANDARD DIMENSIONS									
	Interim Boundary*		Motorized Zones (total width)		Non-Motorized Zones (total width)				
	Shy Distance	Curb / Retaining Wall	Travel Lanes	Parking	Bicycle		Amenity Zone		Sidewalk Zone
					Buffer	Lanes	Curb	Amenity	Pedestrian Thru Zone
Local Streets	~'20 total				12.5' total				
	(1) 2' Paved Shoulder	Site dependent	(2) 9' Travel Lanes*	None	Shared Roadway		(1) 1.5' Curb zone	(1) 5' Planting	(1) 6' Sidewalks

Figure 17. Interim Local Street Standard Street Dimensions.

* Additional width may be required based off of site and design conditions.

BICYCLE INFRASTRUCTURE

BSP-51. Design Local Streets to be low speed streets where bicyclists of all abilities and vehicles safely mix.

BSP-52. Incorporate non-motorized transportation parking for personal and shared non-motorized transportation use into Local Streets. Preferred location are in bike corrals in on-street parking stalls close to adjacent building entrances. Also include a regular distribution of bicycle racks along all local streets with minor or major building entrances.

SIDEWALKS

BSP-53. Create a high quality pedestrian environment by defining the pedestrian realm. Local streets must incorporate ample street furniture, elements of interest like landscaping, street trees, public art in the amenity/buffer zone and vertical and flat work murals and pedestrian-scaled materials on building facades at the street level.

INTERSECTIONS

BSP-54. Maintain minimum requirements for fire/police department safety and maneuverability of other large vehicle turning radii. Curb radii at corners should be 25'. Curb bulbs at intersections should bump out no more than 5' from the curb of the adjacent parking lane providing an additional 3' of roadway for turning movements.

LANDSCAPE

BSP-55. Design understory plantings to reflect northwest planting character and local site conditions. Seasonal interest should be a component of understory plantings. See definition of northwest planting character on page 8. Example plants for reference: Epimedium, Cornus kelseyi, blue fescue, daylily, hosta, hebe, spirea, Mahonia, azalea, evergreen huckleberry, and snowberry.

BSP-56. Utilize the Local Street Tree Palette for street tree selection.

Local Street Tree Palette

NODE	OPTIONS FOR TREE SELECTION
MEDICAL NODE	Liriodendron tulipera 'JFS OZ' Quercus frainetto 'Schmidt' Magnolia 'Elizabeth' (only used as accent) Carpinus caroliniana 'Palisade'
120TH NODE	Ulmus 'Morton Glossy' Koelreuteria paniculata 'JFS Sunleaf' Cladrastis kentukea 'Rosea' (only used as accent) Cornus x kousa nutallii 'Venus'
130TH NODE	Quercus frainetto 'Schmidt' Cercidiphyllum japonicum Nyssa Sylvatica 'Wildfire' (only used as accent) Acer griseum

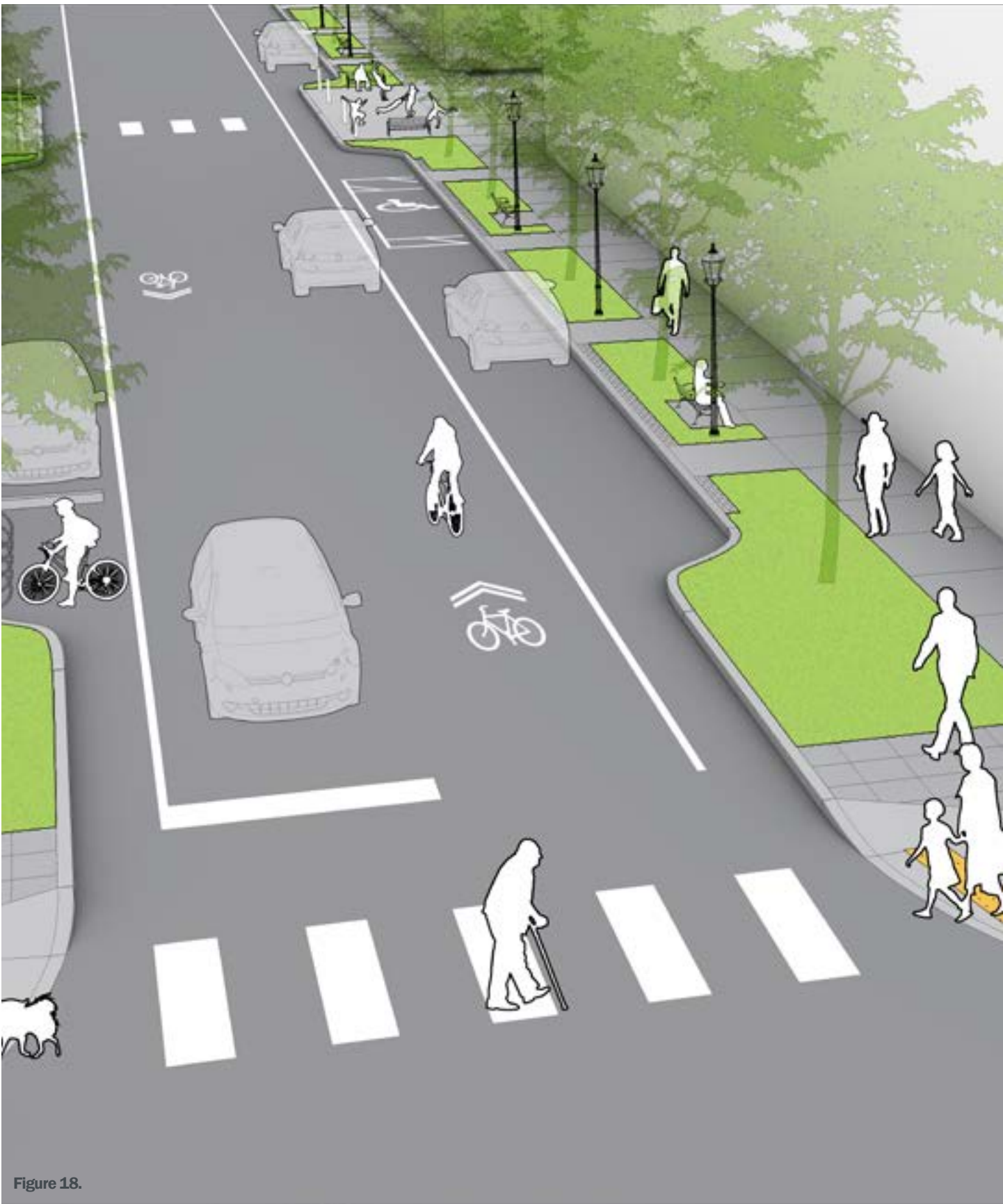


Figure 18.

LOCAL STREET - TYPICAL SECTION

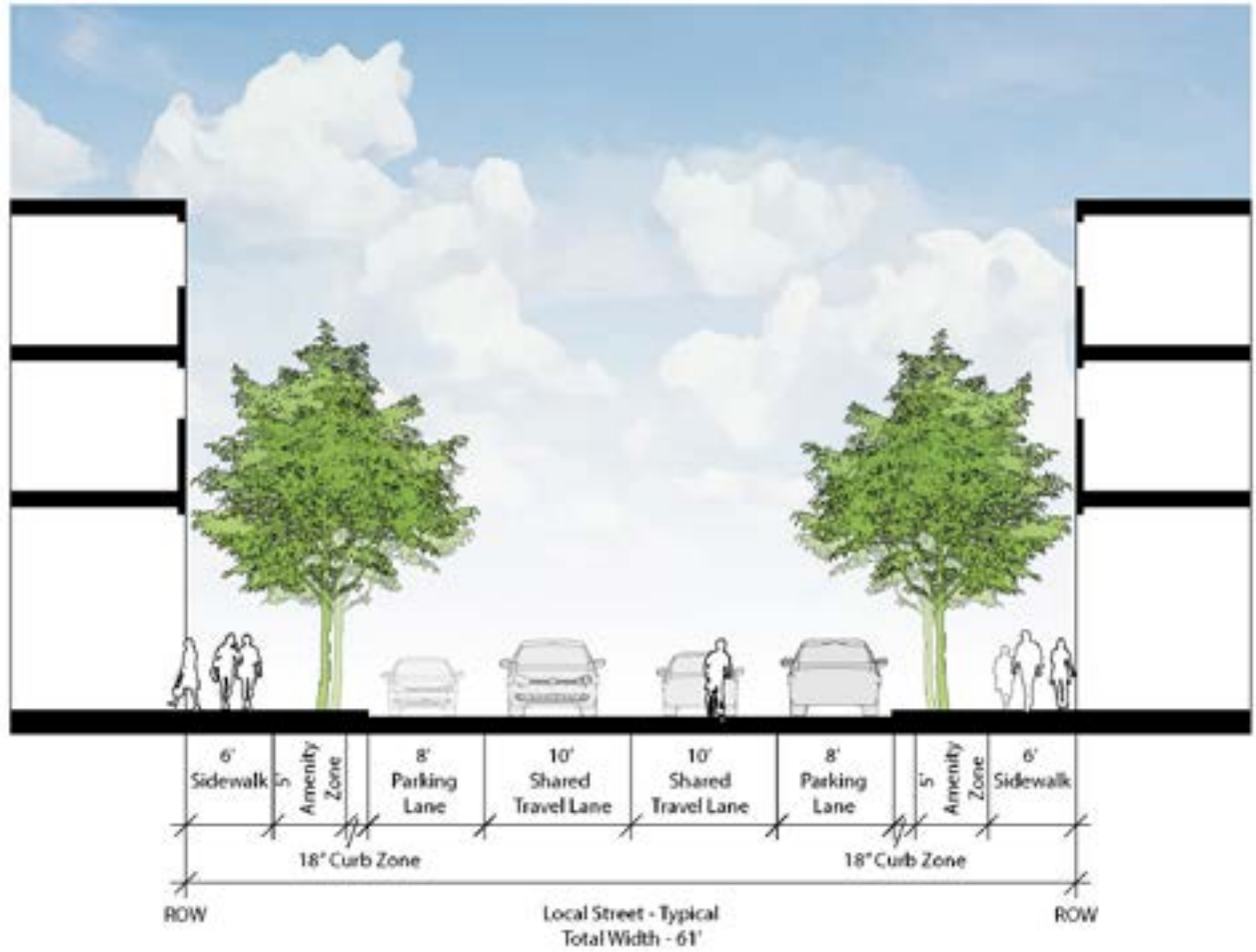


Figure 19. Local Street typical section.

LOCAL STREET - SIDEWALK STANDARDS

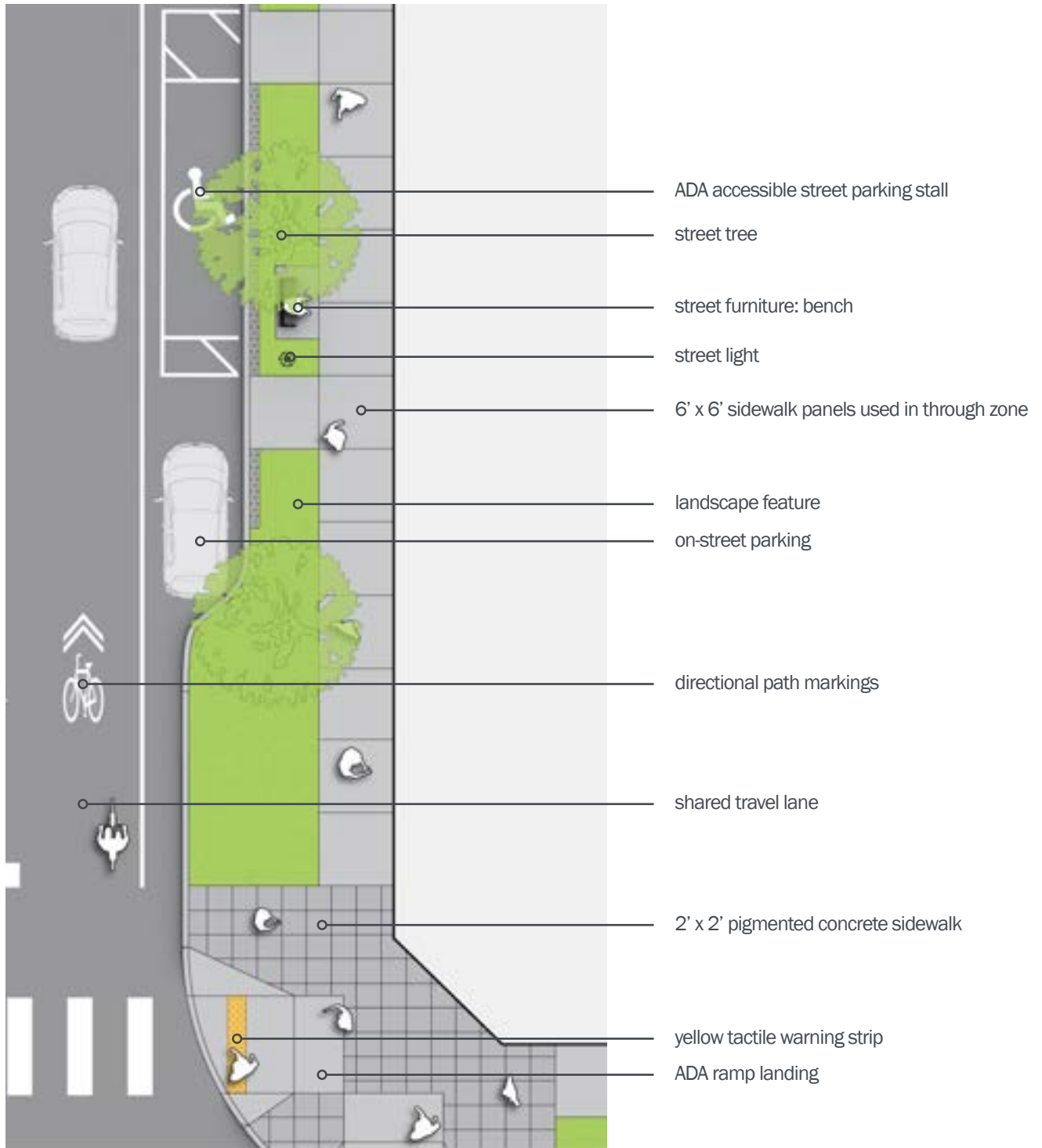


Figure 20. Local Street Typical Sidewalk Standards.

LOCAL STREET - INTERSECTION STANDARDS

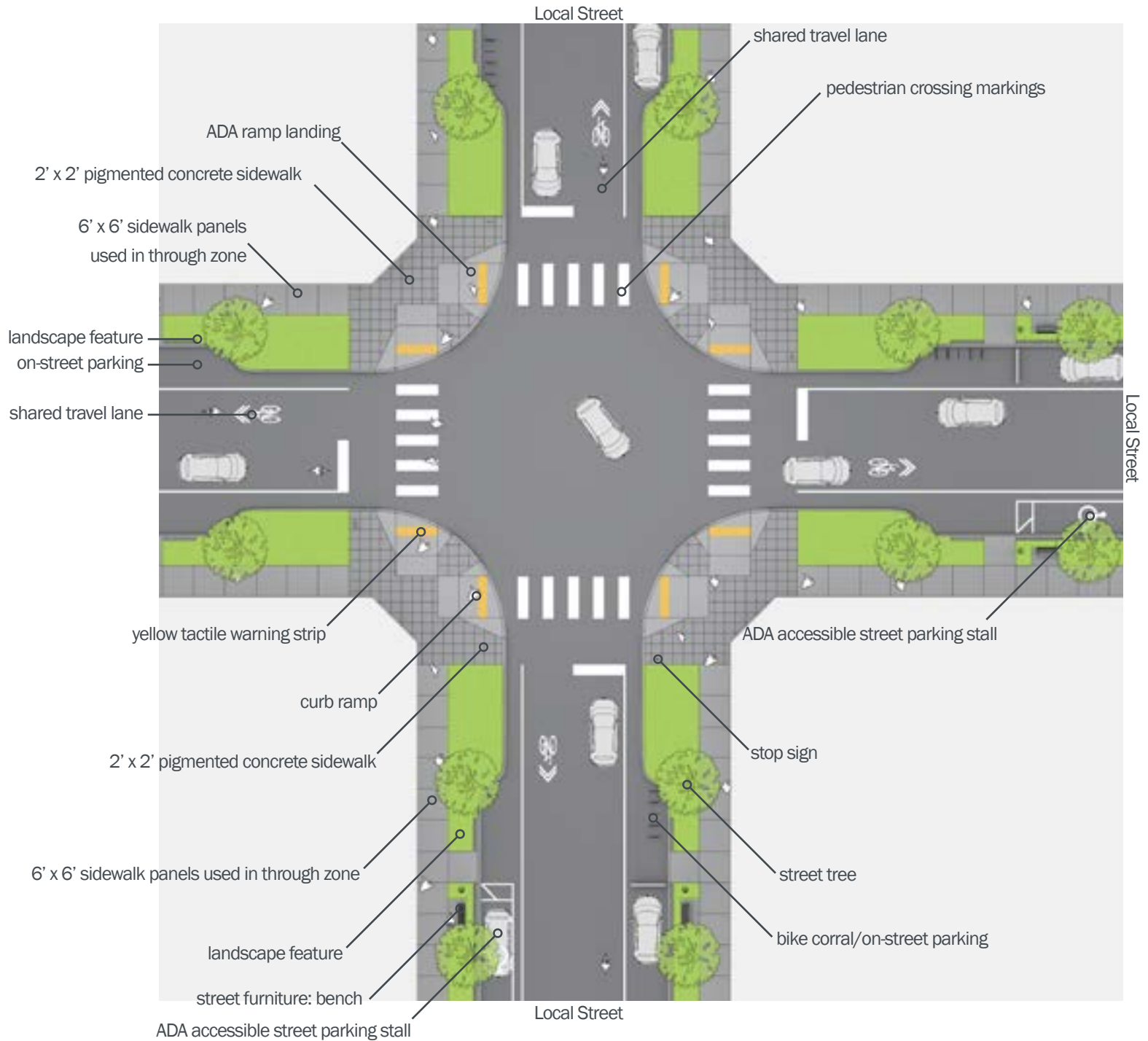


Figure 21. Local Street Typical Intersection Standards.

GREEN STREETS

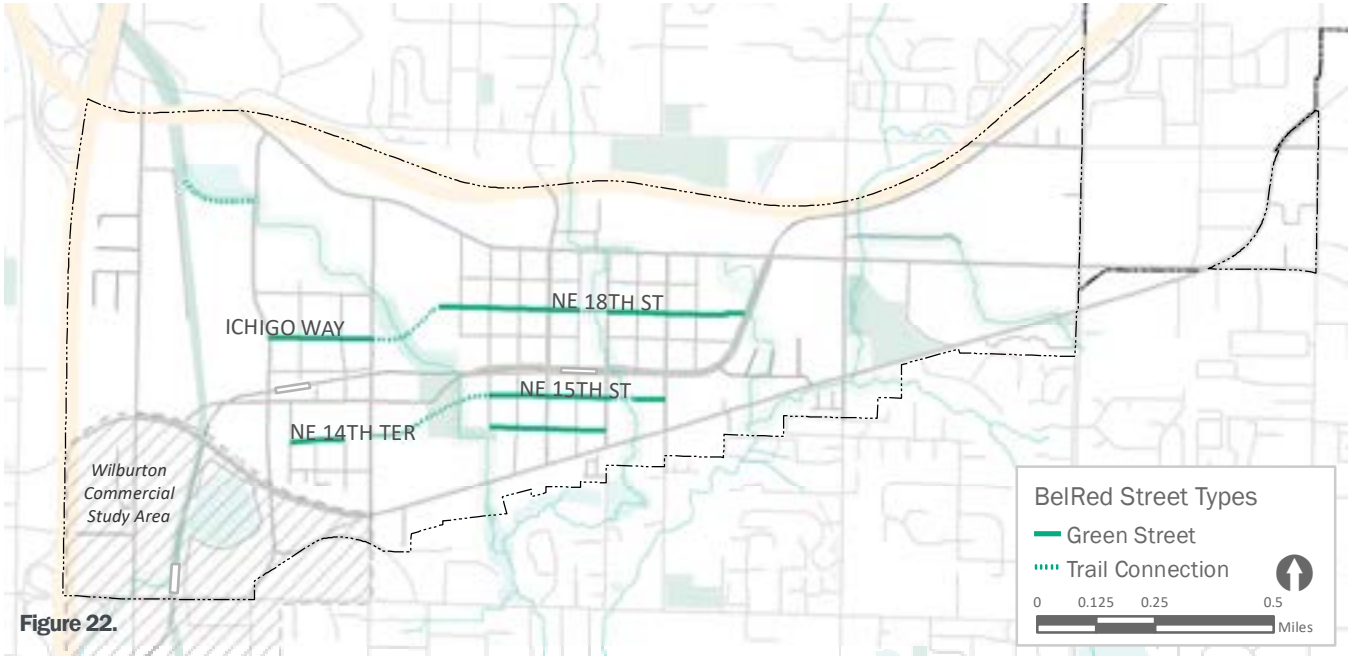


Figure 22.

Green Streets are seen as a specific type of local street that supports intensive residential uses, has a traffic-calmed character that is attractive to pedestrians and bicyclists and because of their east-west alignment, act as green connective corridors between subdistricts and riparian open spaces. At intersections on the edge of subdistricts, Green Streets transition to trails as they cross the riparian corridors. The emphasis of the Green Street typology is to put pedestrians and bicycles on equal or greater priority with minor, local automotive traffic, and to employ natural systems to assist with storm water management.

Green Streets are curbless environments with paving enhancements that feel plaza-like and could allow temporary closure for a pedestrian-oriented day festival or event. The street is punctuated by asymmetrically placed bioretention facilities in line with the parking bays. Trees are clumped into irregular groves within bioretention facilities, reinforcing a more natural extension of landscape from the riparian areas into the neighborhood street grid.

Stormwater is conveyed to the bioretention facilities along a crease in the pavement which feeds small cascades into the basins. The bioretention facilities will remove pollutants and suspended solids before returning water to the soil mantle. In heavy rainfall overflow structures convey water to the stormwater system to avoid flooding.

STREET ORGANIZATION

BSP-57. Utilize the Green Street Standard Dimensions table (Figure 22) for all Green Streets where both sides of a street are built at the same time. In cases where a development is proposed by one developer on one side of the planned centerline of a Green Street, and adjacent property isn't being developed concurrently, utilize the Interim Green Half Street Standard Dimensions table (Figure 23).

BSP-58. Develop Green Streets as concrete streets. Travel lanes and sidewalks are standard concrete color, with parking zones and center of intersections with integral charcoal gray pigment in the concrete.

GREEN STREET STANDARD DIMENSIONS							
	Motorized Zones (total width)		Non-Motorized Zones (total width)				
	Travel Lanes	Parking	Bicycle		Amenity Zone		Sidewalk Zone
			Buffer	Lanes	Curb	Amenity	Pedestrian Thru Zone
Green Streets	36' total		25' total				
	(2) 10' Travel Lanes	(2) 8' Parking Lanes interspersed with planting	Shared Roadway		(2) 0.5' Curbless Zones	(2) 11' Planting interspersed w/parking	(2) 8' Sidewalks

Figure 23. Green Street Standard Dimensional Requirements.

BSP-59. Develop Green Streets as curbless streets. Ramp adjacent Local Streets up to Green Streets. Ramp Green Streets down to Arterial Streets. The Shopping Street and Pedestrian Streets shouldn't require ramping to Green Streets as they are planned to be curbless.

BSP-60. Prioritize pedestrian crossings at intersections of Green Streets with Local Streets and Arterials Streets.

BSP-61. A Pedestrian Street can be proposed in place of a block of a Green Street. If done, the Pedestrian Street should follow the Pedestrian Street standards and guidelines outlined in this chapter while design elements, like landscape and tree palettes and other amenities,

should create continuity between Green Streets and connecting East-West Pedestrian Streets.

BSP-62. Design required parking lanes on Green Streets to alternate between expanded landscape areas and parking stalls. See Figure 25 for illustration.

STREET ORGANIZATION - INTERIM DESIGN

BSP-63. All interim Green Half Streets should delineate future parking and curbside use space with a change in paving treatment.

INTERIM GREEN HALF STREET STANDARD DIMENSIONS								
	Interim Boundary*		Motorized Zones (total width)		Non-Motorized Zones (total width)			
	Curb / Retaining Wall	Shy Distance	Travel Lanes	Parking	Bicycle		Amenity Zone	Sidewalk Zone
					Buffer	Lanes	Curb	Amenity
Green Half Streets	20' total +				12.5' total			
	Site dependent	(1) 2' Paved Shoulder	(2) 9.5' Travel Lanes	None	Shared Roadway		(1) 0.5' Curbless Zone	(1) 6' Planting

Figure 24. Interim Green Half Street Standard Dimensional Requirements.

BICYCLE INFRASTRUCTURE

BSP-64. Incorporate ample bicycle parking for personal and shared bike use along Green Streets. Preferred location are in bike corrals in on-street parking stalls close to adjacent building entrances. Bike corrals on Green Streets should be considered design elements and should feature forms that evoke natural elements in BelRed.

SIDEWALKS

BSP-65. Create a high quality pedestrian environment by defining the pedestrian realm. Green Streets should be considered urban trails and an extension of the green spaces they connect to. Green elements, such as bioretention facilities, on-site stormwater management BMPs, ample landscaping that exemplifies Northwest character, furniture that uses natural materials and other elements help define the character of the pedestrian environment.

INTERSECTIONS

BSP-66. Design intersections between Green Streets and parks and open spaces to be seamless connections between the street and park environments.

BSP-67. Maintain minimum requirements for fire/police department safety and maneuverability of other large vehicle turning radii. Curb radii at corners should be 25'. Curb bulbs at intersections should bump out no more than 5' from the curb of the adjacent parking lane providing an additional 3' of roadway for turning movements.

LANDSCAPE

BSP-68. Utilize the Green Street Tree Palette for street tree selection.

Green Street Tree Palette

STREET	OPTIONS FOR TREE SELECTION
ALL GREEN STREETS	Quercus bicolor Betula nigra Carpinus caroliniana 'Native Flame' Ostrya virginiana Chioanthus retusus (for restricted space applications only)

BSP-69. Design Green Streets to reinforce the unique environmental character of BelRed and be attractive corridors for multimodal activity. Green Streets should incorporate both green space and Low Impact Development/Green Stormwater Infrastructure as defining elements of design. Green Streets should have a continuity of plant species and streetscape elements, with some variation to add interest along the corridor.

BSP-70. Work to locate areas with soil permeability within the amenity zones on Green Streets for inclusion of bioretention facilities and on-site BMPs such as infiltration, permeable pavements, etc.

BSP-71. Design landscape areas on Green Streets with perennials native or adapted to site conditions. Planting materials should reference the plant lists specified in the Stormwater Management Manual for Western Washington by the Washington State Department of Ecology. This is especially critical in bioretention and rain garden facilities. Plantings should have a year-round visible form.

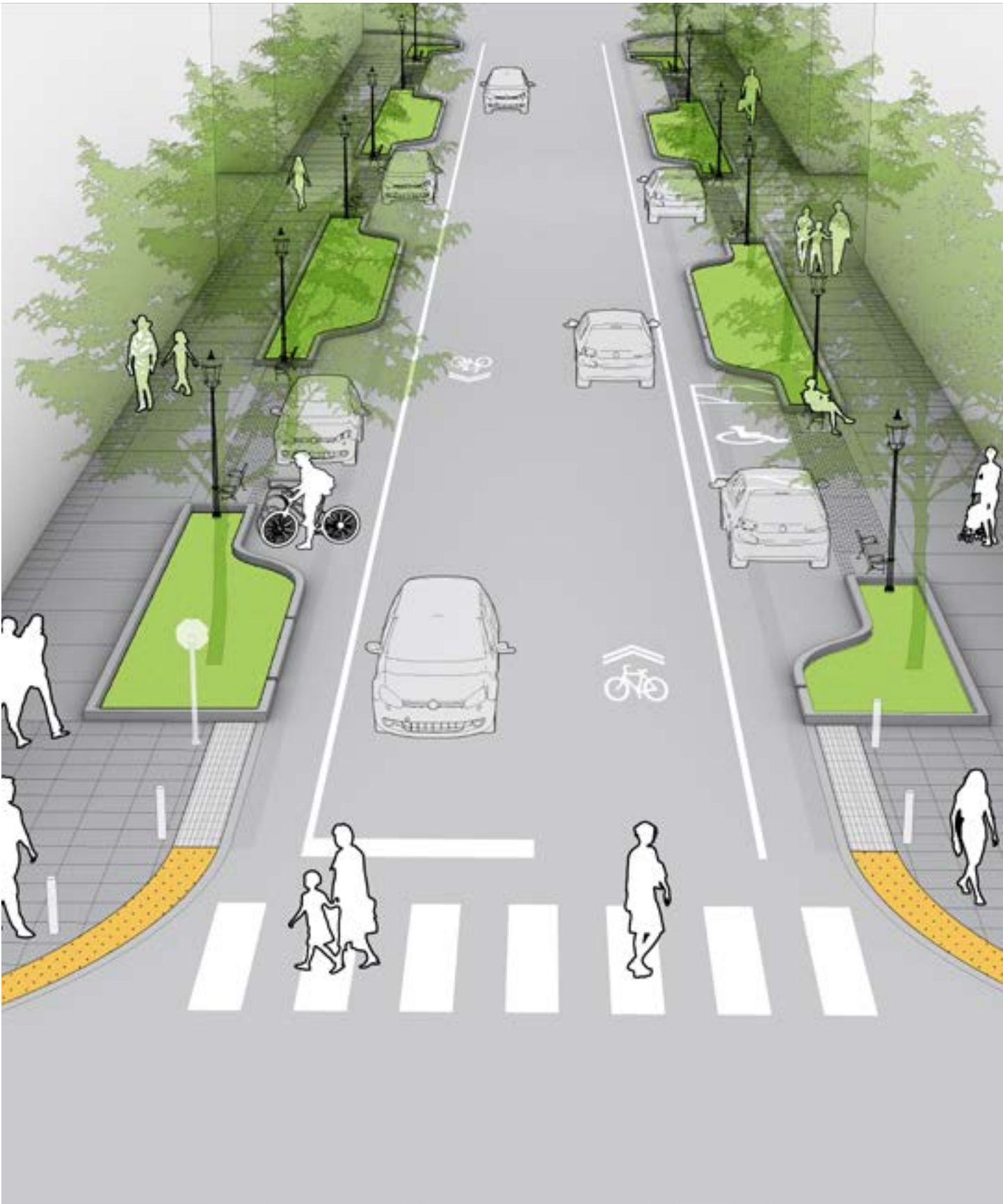


Figure 25. Example Green Street. Note: Required on-street parking alternates with expanded landscape areas.

GREEN STREET - TYPICAL SECTION

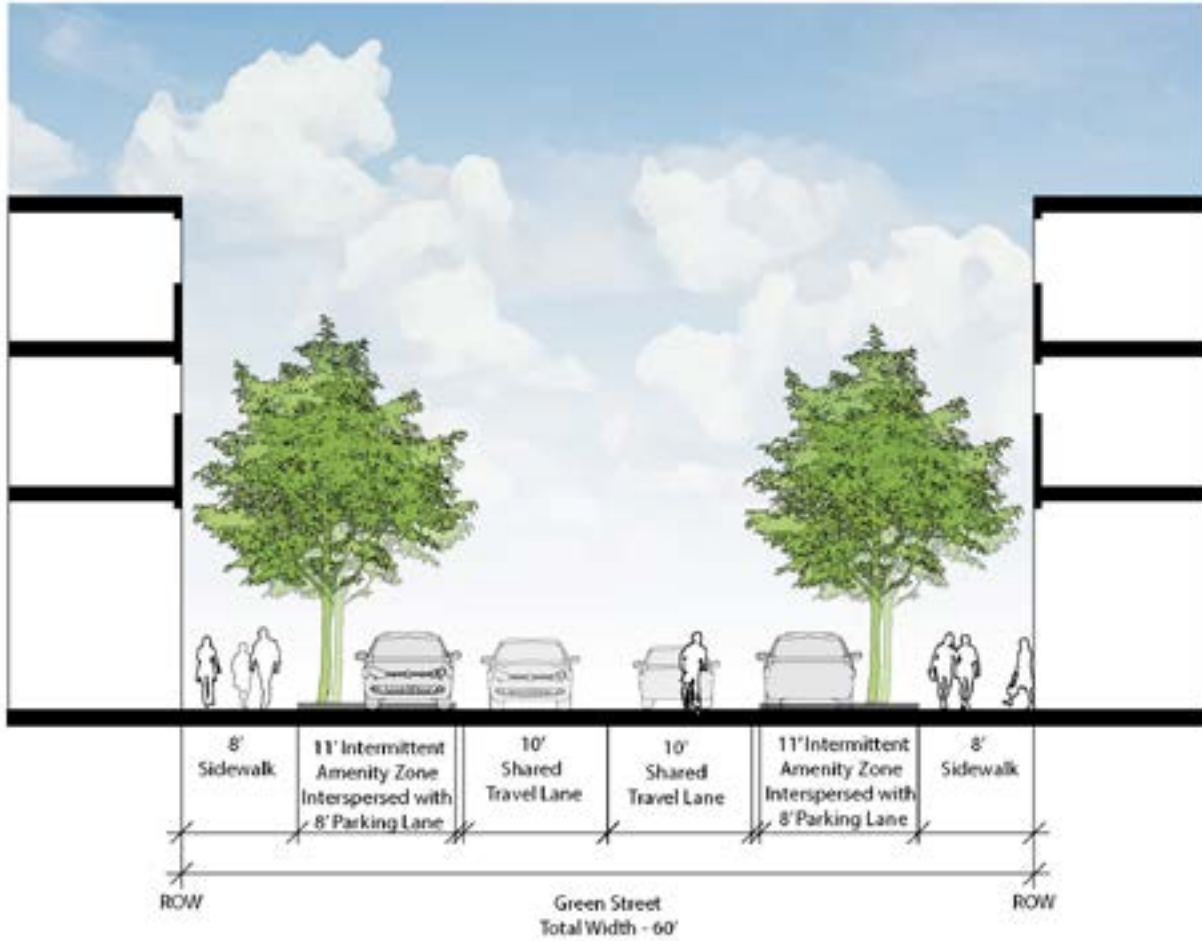


Figure 26. Typical Section for a Green Street. Note: Required on-street parking alternates with expanded landscape areas.

GREEN STREET - SIDEWALK STANDARDS

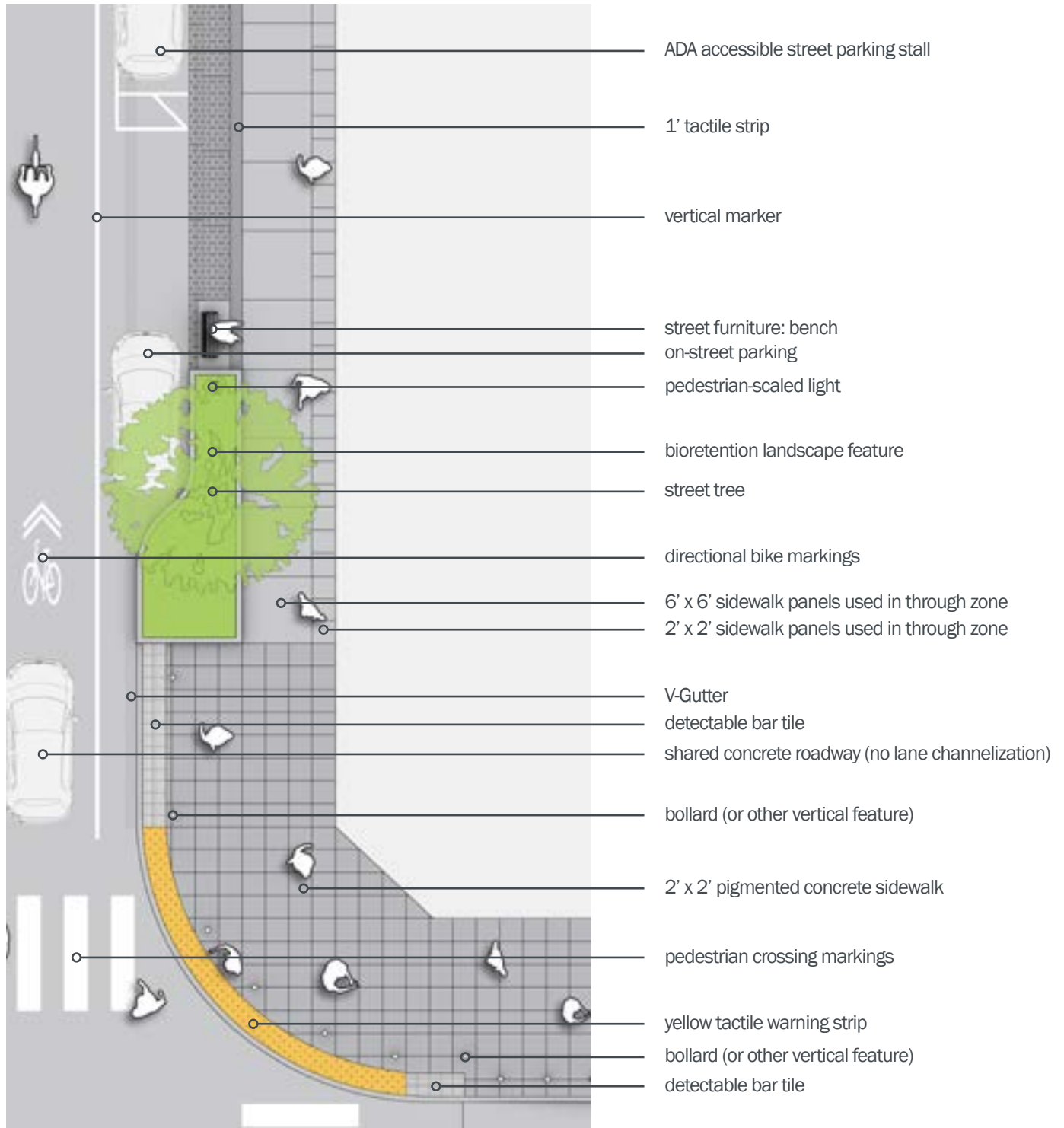


Figure 27. Green Street Sidewalk Standards. Note: Required on-street parking alternates with expanded landscape areas.

GREEN STREET - INTERSECTION STANDARDS

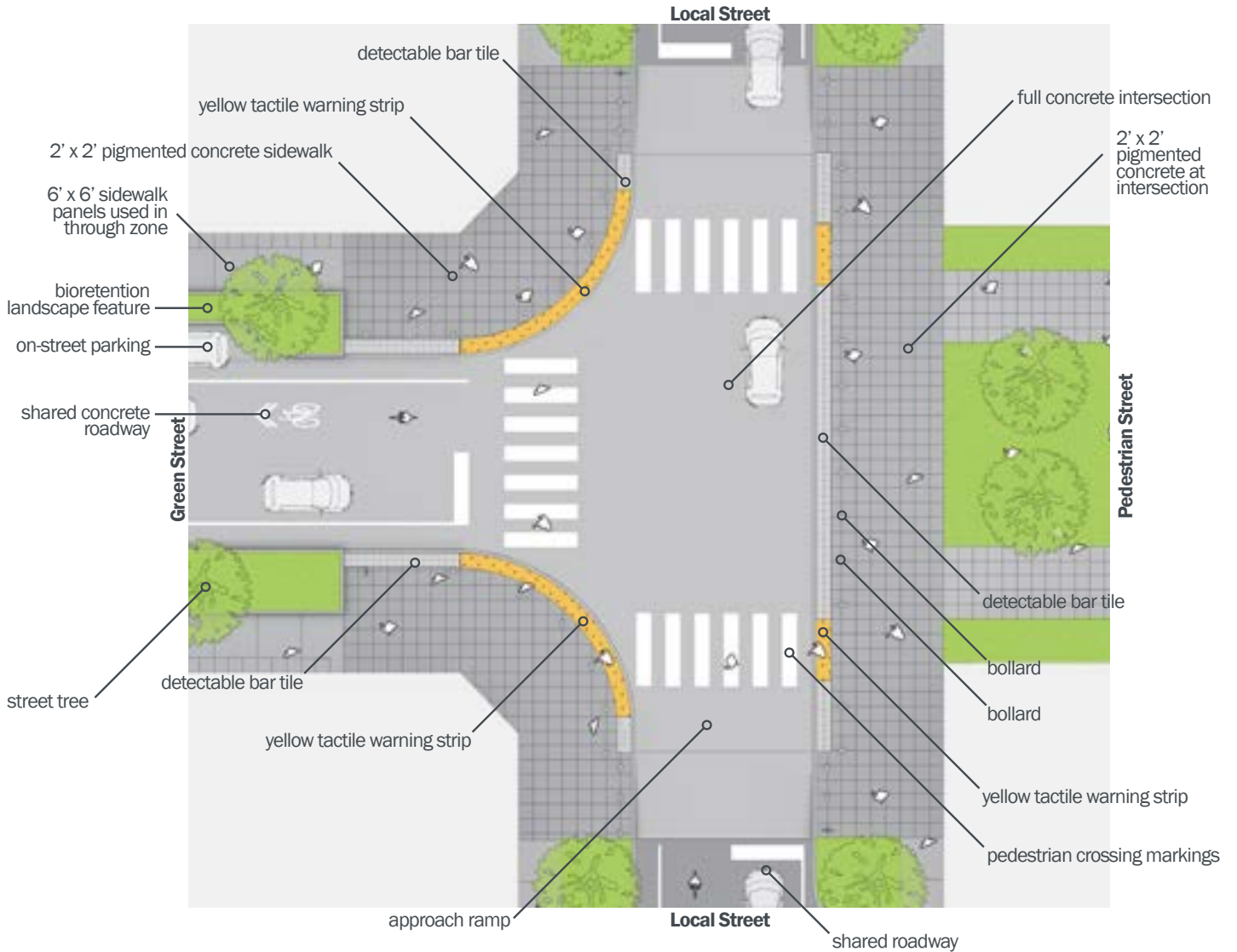


Figure 28. Green Street Intersection Standards. This diagram shows how a Green Street could connect to a Pedestrian Street that replaced a designated Green Street. Note: Local Streets will ramp up to meet the grade of the curbsless Green or Pedestrian Street.

PEDESTRIAN STREETS

Pedestrian Streets are important public streets that are seamlessly connected to the broader mobility network. They not only prioritize pedestrian use above all other modes, they are places for people to experience public life.

Pedestrian Streets are streets that are closed to motorized vehicles or only allow limited access with no through access for motorized vehicles, with the possible exception of access by public safety vehicles. Pedestrian Streets should look and operate as linear plazas open to pedestrians and bicyclists. They should be attractive places for people to gather, walk, experience art, have lunch or dine outdoors at a cafe or restaurant, learn to ride a bike, sit and read a book, experience public art, large trees and beautiful landscaping, attend markets and cultural events, experience buskers and other types of performance and activity.

Pedestrian Streets may be approved through the permitting process. Pedestrian Streets cannot replace designated Arterial Streets or the Shopping Street.

STREET ORGANIZATION

BSP-72. Develop Pedestrian Streets as linear plazas with a mix of hard surface and green space. They should include obvious through zones for mobility with additional amenities for gathering, sitting, hosting community or cultural events or farmer's markets, etc. Pedestrian Streets should be inviting places for pedestrians and not simply pass-throughs. They should be curbside and prioritize pedestrian use over all other modes including bicycling, although it is permitted. See Figures 30-38 for additional design guidance.

BSP-73. Design Pedestrian Streets as important public spaces that help define or reinforce local context. Some examples include:

- Pedestrian Streets that cross streams should incorporate robust riparian planting areas with a bridge experience over the stream that celebrates the natural features.

- Pedestrian Streets that are within walking distance (1/4 mile) of the 130th Light Rail Station should incorporate space for arts activities, public art, market or cultural event space, and Art Platforms (as described in the Public Art Chapter of this plan).
- Pedestrian Streets that align with Green Streets should incorporate planting palettes and additional green space to create a connected and park-like experience.
- Pedestrian Streets that are located in areas with zoning focused on medical or office uses should have wider spaces for walking and additional seating areas to allow for a more contemplative pedestrian experience while also promoting outdoor use and activity of the office workers.

BSP-74. Pedestrian Streets should be designed to allow equitable access by all users despite the grade of the street or other challenges.

STREET ORGANIZATION - INTERIM DESIGN

BSP-75. Pedestrian Streets can't be installed in locations where an interim street is to be built due to different property ownership on each side of a planned street. Exceptions could be where grade challenges necessitate installation of a Pedestrian Street.

BICYCLE INFRASTRUCTURE

BSP-76. Allow bicycle and other non-motorized transportation use on Pedestrian Streets. Do not create separated lanes for specific uses on Pedestrian Streets.

BSP-77. Incorporate ample bicycle racks onto Pedestrian Streets to facilitate attending events or other uses via bike.

SIDEWALKS

BSP-78. Design Pedestrian Streets to prioritize pedestrians limiting instances where delineation of pedestrian space from non-pedestrian space is needed.

INTERSECTIONS

BSP-79. Clearly define through design elements and signage the intersections of Pedestrian Streets and all other street types. It should be clear when exiting a Pedestrian Street where pedestrians should go to remain safe. It should also be clear when entering a Pedestrian Street that pedestrians are prioritized over all other modes, that the street is public, and an active component of BelRed's mobility network.

LANDSCAPE

BSP-80. Design Pedestrian Streets to have a mix of purely landscape areas and areas that provide shade for walking and sitting. Some landscape areas should be bioretention facilities.

BSP-81. Design Pedestrian Streets to allow for large street trees. Incorporation of large evergreen trees into Pedestrian Streets, where appropriate and where it won't interfere with activity and a sense of safety, is desired. Additional soil volume, beyond what is required in the Environmental Best Management Practices Manual, may need to be provided for these large trees.

BSP-82. For Pedestrian Streets that connect to a Green Street, incorporate the street tree species used on adjacent Green Streets into the design of the Pedestrian Street. A possible exception could be in areas immediately adjacent to a stream or wetland where a different tree type reinforces the experience of the natural feature.

STREETSCAPE ELEMENTS

BSP-83. Incorporate elements to reinforce Pedestrian Streets as pedestrian environments. This includes hardscape, pedestrian-scaled lighting, public art, seating and other amenities. Other elements that support events, should be incorporated such as electrical outlets and event lighting mounts to allow additional lighting or lighting strands (at an appropriate height) above amenity and through zones. Maintenance should be a consideration when selecting materials and amenities. These elements should be maintainable but offer a unique experience compared to other street types.

Streetscape elements, particularly landscape elements within bioretention facilities should be designed to reduce hard surface to minimize the quantity of runoff and improve stormwater quality.

PEDESTRIAN STREETS - EXAMPLE SECTION

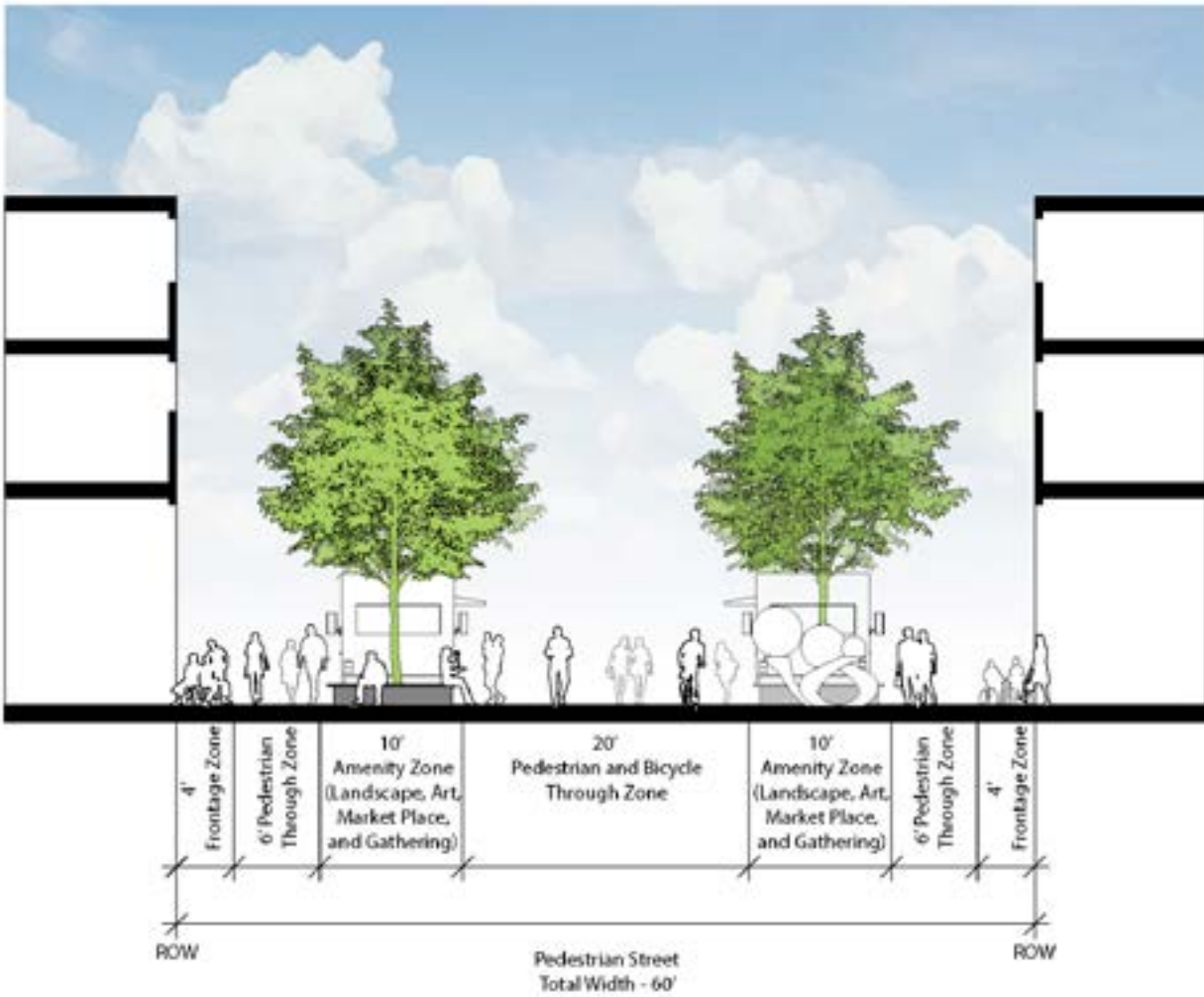


Figure 29. Example Pedestrian Street showing how a Pedestrian Street could be designed in areas within walking distance of the 130th Light Rail Station. The following pages illustrate example Pedestrian Streets depending on their context.



Figure 30.

PEDESTRIAN STREET EXAMPLE - WALKING DISTANCE TO 130TH LIGHT RAIL STATION

Pedestrian Streets that are within art and market context should demonstrate flexible ways to create high-quality and attractive public space for a diverse range of people to experience and explore. This street type should incorporate space for activities, public art, market or cultural event space, and casual gathering. Priorities: space for art and market activity



Figure 31.

PEDESTRIAN STREET EXAMPLE - RESIDENTIAL AREAS

Pedestrian Streets in the residential areas should provide enjoyable spaces for people to meet, relax, and play. This street type should be designed as an extension of parks and playground with additional planting palettes and green space to create a connected and park-like experience. Priorities: landscaping, sitting, walking



Figure 32.

PEDESTRIAN STREET EXAMPLE - STREAM CROSSINGS

Pedestrian Streets that cross streams should incorporate robust riparian planting areas with a bridge experience over the stream that celebrates the natural features. This street type should provide people the opportunity to step away from the busy urban life and enjoy natural walks between destinations for improved well-being and lower perceived stress. Priorities: view of streams, large trees and riparian area plantings



Figure 33.

PEDESTRIAN STREET EXAMPLE - CONTINUITY WITH GREEN STREETS

Pedestrian Streets that are connected with green streets should offer additional green spaces for daily activities and stormwater management. This street type should provide a variety of green elements such as extensive planing and landscaping to create healthy and livable communities. Priorities: Green Street character, LID/GSI features, green space

Figure 34.



PEDESTRIAN STREET EXAMPLE - MEDICAL OR OFFICE USE AREAS

Pedestrian Streets that are located in areas with zoning focused on medical or office uses should have wider spaces for walking and additional seating areas to allow for a more contemplative pedestrian experience while also promoting outdoor use and activity of the office workers. Priorities: texture and color in planting palette, larger central walking space, seating

Figure 35.



PEDESTRIAN STREET EXAMPLE - GRADE CHALLENGE

Pedestrian Streets with grade challenge should utilize the change of grade to create a variety of interesting and relaxing spaces along the steps and ramps such as cascading landscape or stormwater feature and built-in seating along raised planters. Note: Ramps should be designed to allow use by bicyclists. Priorities: ADA access, use grade to delineate spaces for different uses

PEDESTRIAN STREET - EXAMPLE PLAN SHOWING 130TH LIGHT RAIL CONTEXT

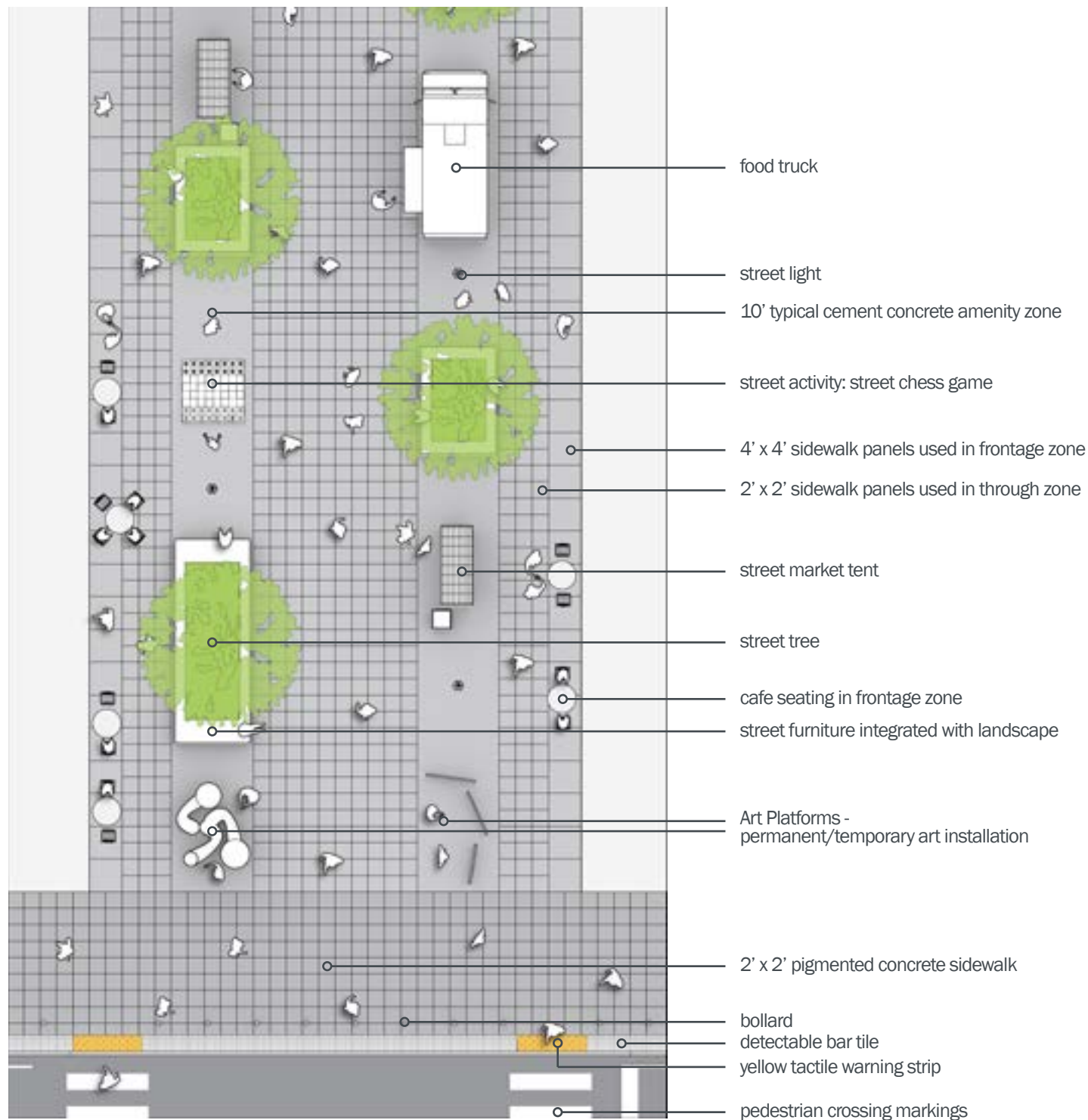


Figure 36. Example Pedestrian Street in plan showing how a Pedestrian Street could be designed in areas within walking distance of the 130th Light Rail Station. Key features include the wider central through zone that could easily accommodate markets, Art Platforms and other active uses, and cafe seating.

PEDESTRIAN STREET - EXAMPLE INTERSECTION WITH A GREEN AND LOCAL STREET

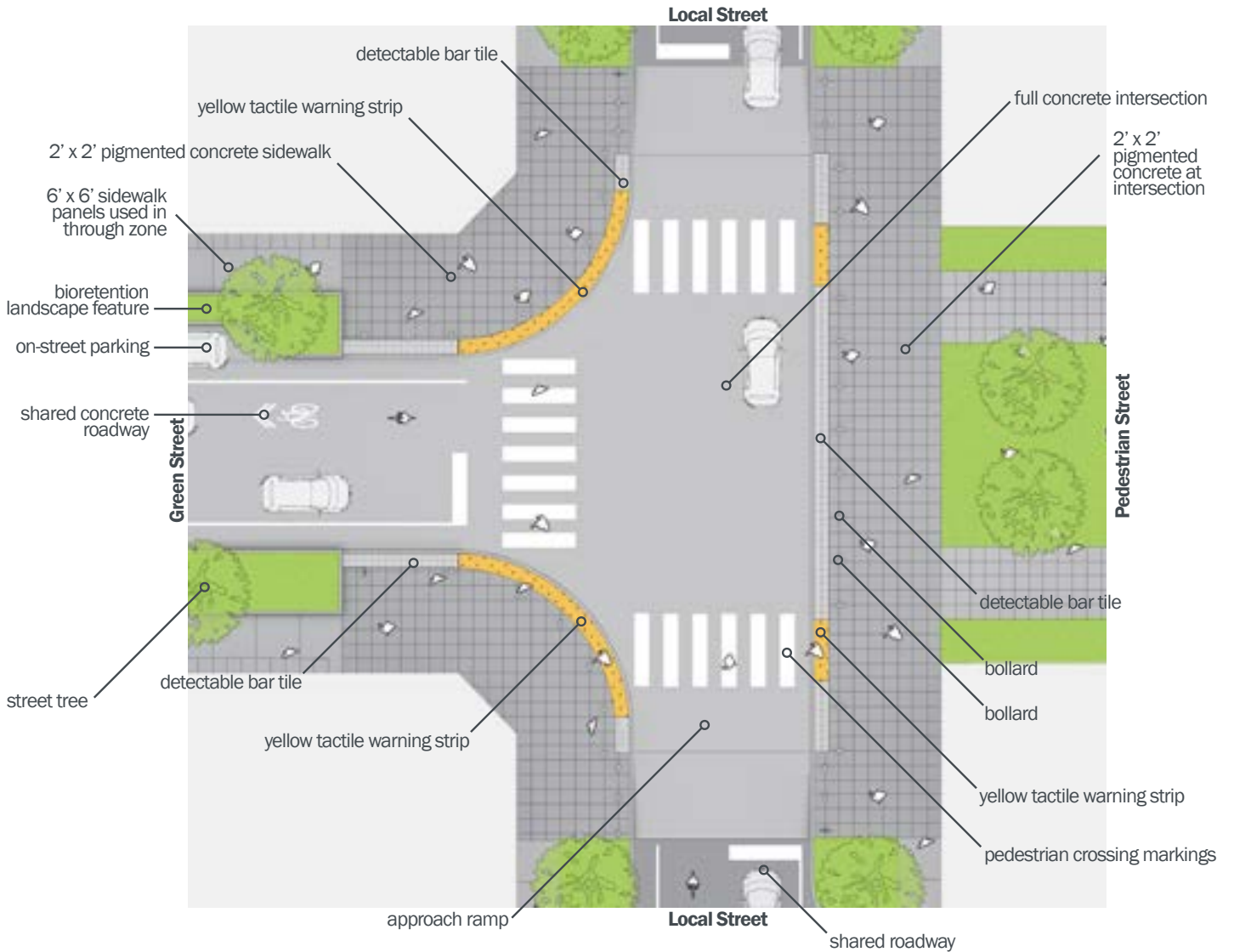


Figure 37. Example intersection of a Pedestrian Street with a Green and Local Street.

SHOPPING STREET



Figure 38.

Shopping Streets are intended to be active corridors that support retail by providing wider sidewalks for dining and window shopping, grated trees for extra pedestrian maneuverability, and low furnishings for unobstructed sight lines to store fronts and on-street parking and loading. 130th Avenue NE is designated as a Shopping Street in the BelRed Plan. Retail uses here are seen as the type that will serve the emerging high density residential neighborhood and not compete with regional retail in Downtown Bellevue. Smaller scale retail that is pedestrian-friendly will line both sides of 130th Avenue NE. To provide space adequate to serve all needs, a wider right-of-way is proposed. 130th Avenue NE is also a local bicycle corridor that will connect into the larger city-wide bicycle corridor proposed for the NE 15th/16th Street light rail corridor. As such it will include generous bicycle parking in front of businesses.

Because street trees on the Shopping Street will be grated instead of located in large open planters,

provisions will need to be made for adequate root and soil volume. A root space protection zone is proposed from the face of adjacent development to the edge of the vehicular travel lane, in which a structural matrix can be used to support pavement over a high-quality growing medium.

STREET ORGANIZATION

BSP-84. Develop the Shopping Street consistent with the City of Bellevue’s design for 130th AVE NE and this plan.

BSP-85. Work to allow the Shopping Street be utilized for community events such as, but not limited to, street fairs, farmer’s markets, festivals, and other events that support BelRed’s creative and artistic character.

BSP-86. Allow for the incorporation of parklets and streeteries into on-street parking areas.

SHOPPING STREET STANDARD DIMENSIONS						
Shopping Street	Motorized Zones (total width)		Non-Motorized Zones (total width)			
	Travel Lanes	Parking and valley curb	Bicycle		Amenity Zone	Sidewalk Zone
			Buffer	Lanes	Amenity	Pedestrian Thru Zone
	38' total		45' total			
130th Ave. NE north of NE Spring Blvd.	(2) 10.5' Travel Lanes	(2) 8.5' Parking lanes +valley gutter	(2) 3' Buffers	(2) 5' Protected Bicycle Lanes	(2) 5.5' Amenity Zones	(2) 9' Sidewalks

Figure 39. Shopping Street Standard Dimensional Requirements.

BSP-87. As 130th transitions into a mixed-use retail street, work to maintain access, and consolidate access points where possible, into existing uses. Where access to existing uses is provided it should be clear that pedestrians and bicyclists are prioritized.

BSP-88. As property is redeveloped access points for prior uses should be removed and replaced with frontage improvements consistent with the street design.

BICYCLE INFRASTRUCTURE

BSP-89. Incorporate ample bicycle parking for personal and shared bike use along the Shopping Street. Preferred locations are in bike corrals in on-street parking stalls at the front of a parking lane adjacent to intersections. Bike s on the Shopping Street should be considered design elements and should feature forms that evoke BelRed’s creative and artistic identity. Also include a regular distribution of bicycle racks along the length of the Shopping Street.

SIDEWALKS

BSP-90. Provide a minimum of 9’ of through zone on sidewalks.

BSP-91. Incorporate the paving design developed for 130th AVE NE by the City of Bellevue.

INTERSECTIONS

BSP-92. Minimize pedestrian crossing times through the use of curb bulbs and minimum roadway widths.

BSP-93. Maintain minimum requirements for fire and other large vehicle turning radii.

BSP-94. Incorporate artistic treatments to crosswalk areas that are ADA-compliant.

LANDSCAPE

BSP-95. Design understory plantings to reflect northwest planting character and conform to the planting design developed by the Bellevue Transportation Department for the Shopping Street. See definition of northwest planting character on page 8.

BSP-96. Utilize the Shopping Street Tree Palette for street tree selection.

Shopping Street Tree Palette

STREET	PRIMARY TREE 1	PRIMARY TREE 2
130th AVE NE - Spring to Northup Way	Gingko biloba ‘Magyar’	Gleditsia tricanthos ‘Skyline’

STREETSCAPE ELEMENTS

BSP-97. Incorporate artistic, colorful or interesting streetscape elements that reinforce BelRed’s creative and artistic identity. See Streetscape Elements Chapter for standards and suggested uses.

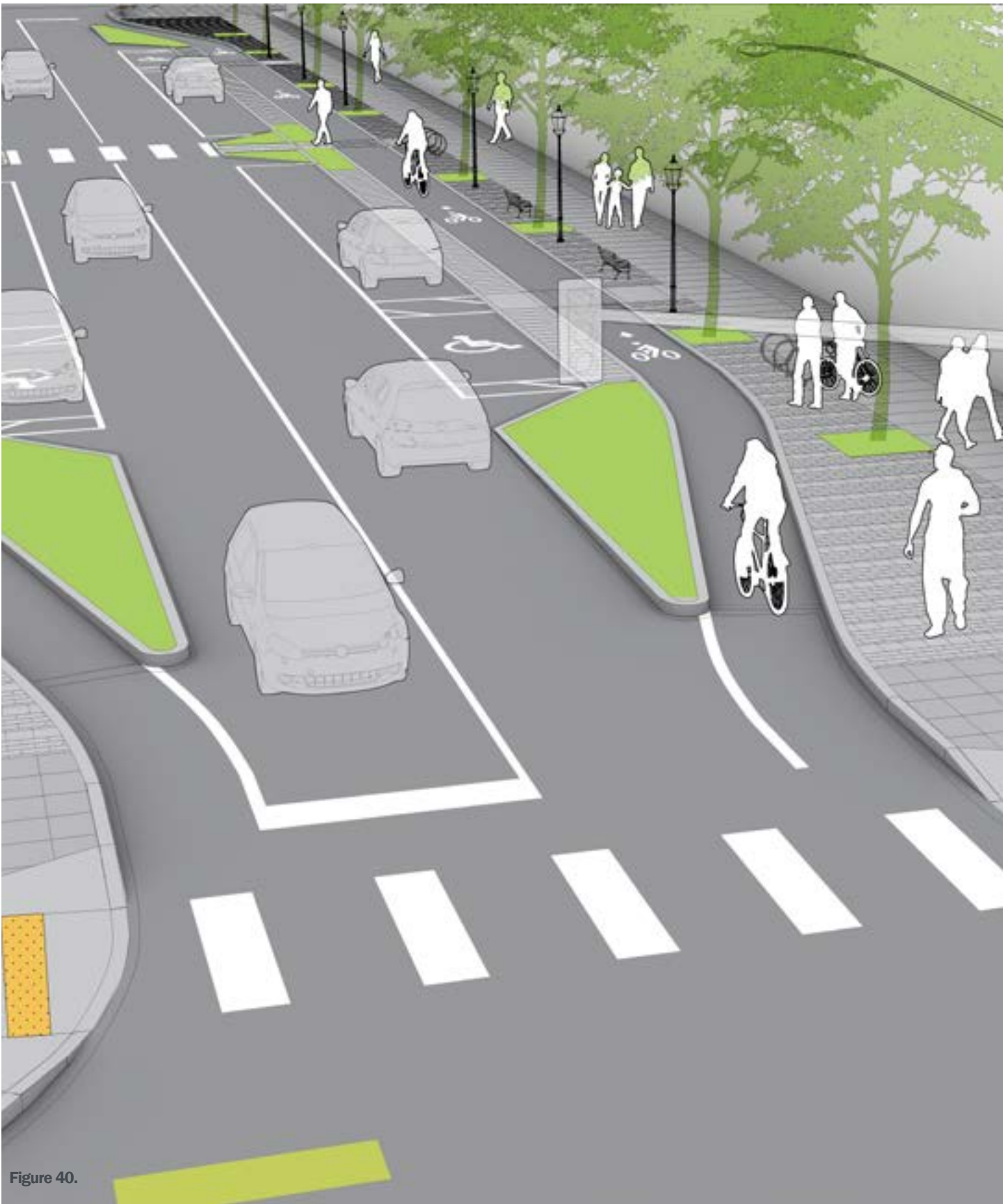


Figure 40.

SHOPPING STREET - TYPICAL NORTH OF SPRING

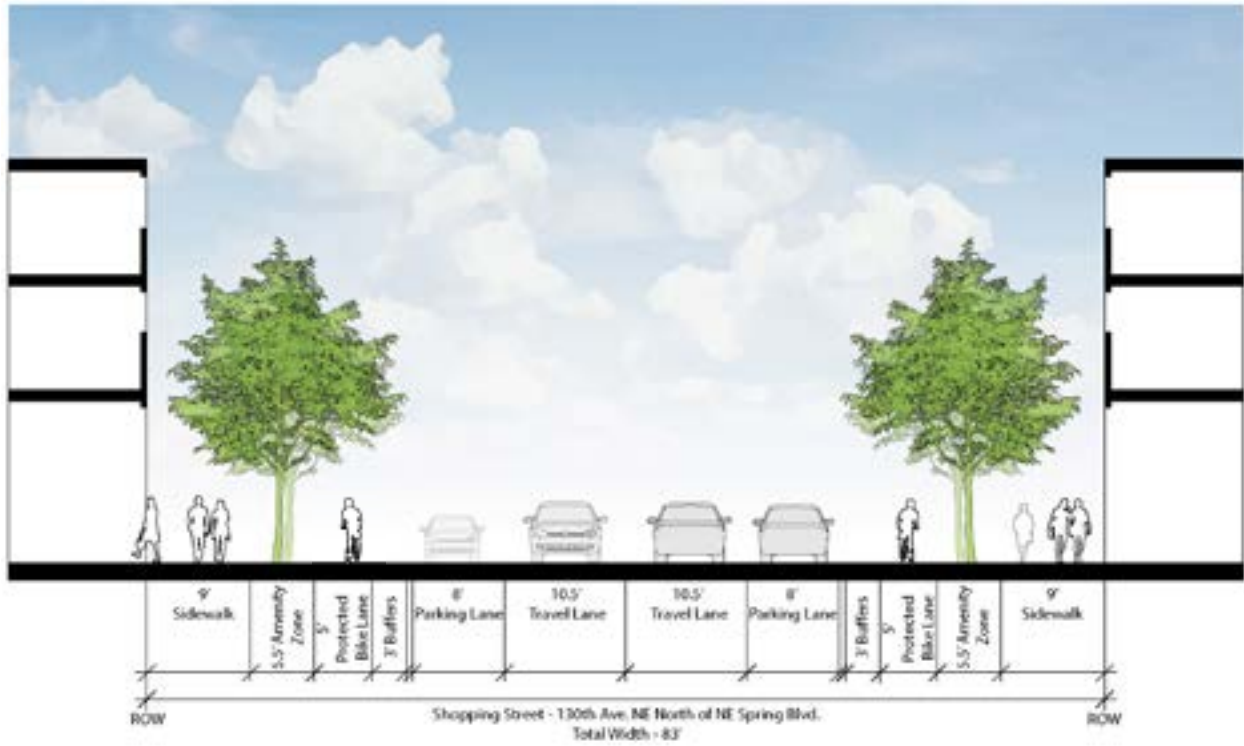


Figure 41. Typical Section for the Shopping Street.

SHOPPING STREET - SIDEWALK STANDARDS

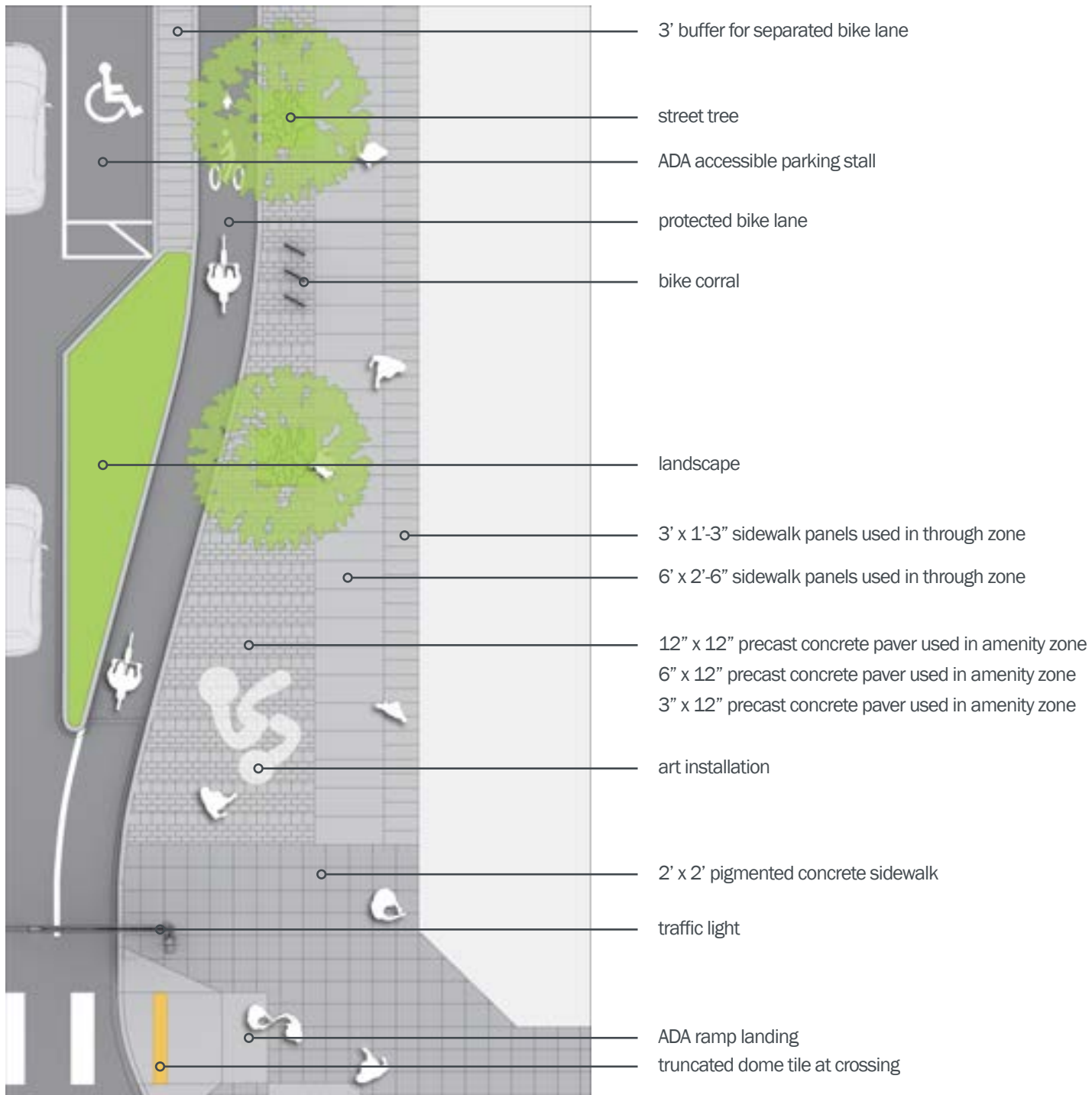


Figure 42. Sidewalk standards for the Shopping Street. Design elements should match design developed by the City of Bellevue for 130th.

SHOPPING STREET - INTERSECTION STANDARDS

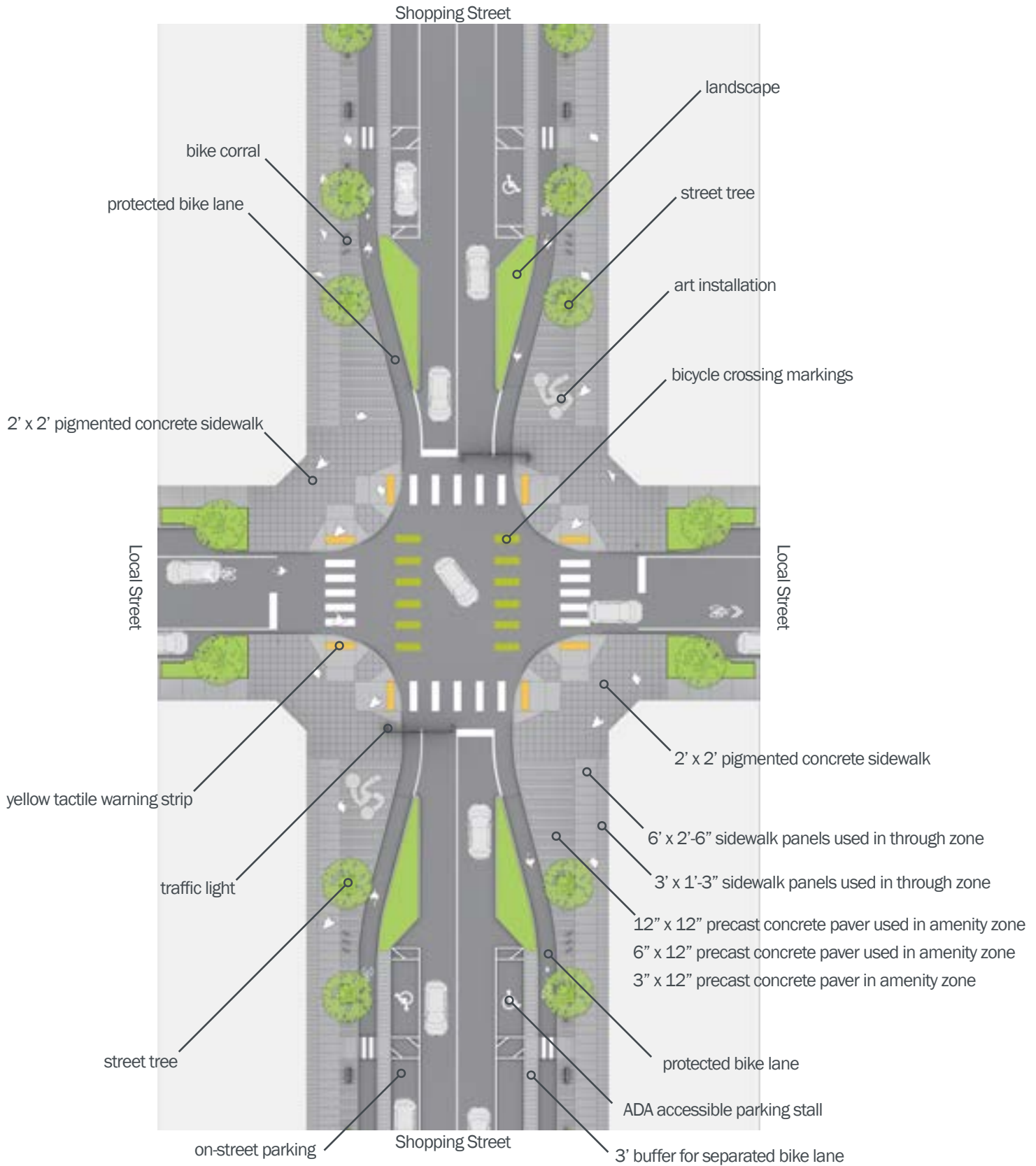


Figure 43. Intersection standards for the Shopping Street intersecting with a Local Street. Design elements should match design developed by the City of Bellevue for 130th.

05

PUBLIC ART

- 5.1 CULTURAL CONTEXT
- 5.2 ART IN BELRED
- 5.3 CONCEPTUAL FRAMEWORK
- 5.4 THEMATIC FRAMEWORK

CULTURAL CONTEXT

Art in everyday life brings a sense of meaning and place to local residents, gives visitors a lasting memory and a reason to visit, and reflects a city’s long-term investment in the future and the vitality of its citizens. Art plays a significant role in creating places where people feel connected, inspired and challenged, and where they want to return again and again. The art and cultural vision developed as part of the BelRed Streetscape Plan will play a vital role in creating community cohesion, active streetscapes and a new sense of place and engagement in the neighborhood.

The purpose of this public art plan is to guide how public art will become part of BelRed’s streetscapes throughout their development and transformation. It aims to establish a strong and cohesive vision for public art, develop a thematic framework that helps tie together future public art opportunities in the district, and to outline the role public art will play in creating identifiable, vital places within the BelRed community.

The public art chapter of the BelRed Streetscape Plan is intended to address art in or facing streetscapes within BelRed. It understands BelRed’s streetscapes as spaces that are constantly in flux and proposes ways in which public art can fit into a neighborhood where development is likely to take place over many years and stages.

BelRed’s status as an Arts District positions it as an important place to encourage the creation and exhibition of art as part of the culture of the city of Bellevue as a whole. This plan is unable to address a chief concern of providing affordable and available space for artists and arts organizations within BelRed. It can, however, help anchor the arts into BelRed’s public realm, working to provide space for artworks, performance, and artistic expression within the streetscape network.

This plan intends to create enriching, meaningful art opportunities for artists. “Enriching” means that the work does more than mark a location. Instead, it offers the chance to immerse the resident, visitor or passerby in a unique experience that incites pause, reflection and is an invitation to interact, respond or engage in a new perspective or way of thinking. The plan will provide history and cultural context, develop a vision and thematic framework for public art in the district, establish overarching public art principles, and determine public art typologies and potential art locations within BelRed’s streetscapes.

BelRed is located between Bellevue’s technology-heavy dense urban Downtown to the west, Microsoft headquarters in Redmond to the east, Overlake to the northeast, and Wilburton to the south. It currently is home to many light industrial production plants, small businesses, and commercial services. Due to much of BelRed being rezoned from light industrial to more dense mixed use neighborhoods in 2009 in preparation for light rail coming to Bellevue, BelRed is going through a significant transformation. This change will take place over many years, positioning BelRed within an interesting condition, with one foot in the past and one in the future.

The high level vision for BelRed looking forward, involves a pattern of nodal development that will create a series of unique communities within the wider district. The light rail stations at 120th Avenue (the Spring District node) and 130th Avenue (the Arts District node) will become their own identifiable neighborhoods with multi-story high density commercial and residential development. The intention is for these nodes to become smaller, walkable community pockets linked by mass transit. A third node focuses on medical and offices uses and is located roughly around Overlake Hospital and includes the Wilburton Light Rail Station, actually a part of BelRed.

Currently, different areas of the district are changing at different paces. Most development to date has been clustered in the Spring District node, the area closest to downtown. There, many projects are recently completed or under construction. Other areas of the district have yet to see significant change from when BelRed was zoned for light industrial. Though light industry has significantly declined since the turn of the 21st century, Safeway and Coca-cola still each have large bottling facilities and distribution centers located just outside of the Spring District. Further east, where the Arts District node at the 130th Avenue light rail station will be located, a high density of auto mechanic shops, beauty salons, self-storage yards, and car dealerships occupy existing strip malls that line many of the streets. Hidden within the fabric of these strip malls are some artists and art organizations who moved into the area as larger spaces became available for affordable rents.

Interestingly the BelRed area originally housed a diverse community of immigrants living and working on the land prior to WW2, before the district's conversion into a predominantly commercial and light industrial area.

BelRed's future vision is catalyzed by upcoming high density residential and office development, planned for the nodes located around the three light rail stations in the district. As people begin to settle in these homes and businesses in the offices, the community is becoming once again a multicultural, diverse place, with immigrants from around the world moving to the area to live and work.

As the streetscape and buildings of BelRed have began to transform so have the types of businesses settling in the district. Recently, many digital companies, startups and education centers in the tech industry have established themselves in BelRed, backed by its proximity to Downtown Bellevue and the Microsoft campus in Redmond. The Global Innovation Exchange (GIX), a global education partnership between the University of Washington, Tsinghua University in Beijing, and Microsoft to develop leaders in technology innovation, has its local campus in the Spring District.

At the heart of the new development in BelRed is a goal to create a network of parks and open space that stem from the restoration of a number of natural riparian



BelRed today, with light industrial buildings housing commercial services and the beginnings of development in the Spring District.

areas crossing the neighborhood. Five creeksheds cut through the district, but all have been neglected for many years. There are plans to daylight and establish a native plant riparian corridor around one stream system: West Tributary. Another creekshed, Goff Creek, has sections that currently run above ground and is likely to be partially restored. These natural corridors will bisect pockets of more intense development, providing access to open space and a reprieve from city life.

The route of the former Lake Washington Belt Line railway has recently been transformed into the Eastrail corridor, a dedicated cycling and pedestrian path that runs 24 miles through communities to the East of Lake Washington. The corridor is a crucial piece to connect the network of recreation trails that will spread through BelRed and beyond.

Due to the implementation of the BelRed Streetscape Plan, the district's streets will undergo rapid change over the next several years. It is likely that arterial streets will be built or refurbished before new buildings and smaller scale streets are constructed around them. This places the streetscapes, and the public art within them, as the mechanism through which change is taking place in BelRed moving forward.



Concept rendering of the future of BelRed, with pockets of intense urban development concentrated around rapid transit stations and bisected by natural corridors. Rendering developed by VIA Architects for the City of Bellevue's use.

ART IN BELRED

The decline of light industry throughout BelRed in recent years has led various artists, arts organizations, and creative businesses to move into empty commercial developments and warehouses in the district. Most are currently hidden from view, veiled within the fabric of the neighborhood. Many of these organizations and businesses are dedicated to children's arts programming as well as a substantial concentration of music-related businesses, including recording studios, practice spaces, custom guitar shops, music stores and businesses offering children's music lessons. There are also a number of dance studios in the area, including the Pacific Northwest Ballet's Francia Russell Center; a campus for one of the top ballet training institutions in the United States.

Recent cultural asset mapping shows many of the artists, art organizations and creative businesses located in BelRed are currently concentrated roughly around the 130th Station node. As a result, a high-level vision was proposed by the City for this area to become the heart of the BelRed Arts District: a vibrant neighborhood imagined to have artist live/work studios, galleries, art events, and public art. Much work still needs to be done to support and establish the vision for the arts district, and to support artists and art organizations in BelRed, especially as pressures on the arts community increase due to neighborhood development.

Public art, currently installed and in progress in multiple areas in BelRed is beginning to encourage creativity spilling into BelRed's streetscapes, which this plan will expand upon. Included in BelRed's current list of public art is Christian Moeller's *Nails*, a linear series of large-scale painted steel structures that resemble abstracted nails driven into the ground. The piece is located along the Eastrail beside Sound Transit's Operations and Maintenance Facility East, and alludes to the historical use of the corridor as a rail line.

Salmon Woman & Raven, a bronze sculpture by local Washington artist Tom Jay in 1991 is located within Bellevue Highlands Park, near one of BelRed's creeksheds. The piece speaks to the beauty of the natural world and its interconnectedness to human community, art and tradition.

Artist Po Shu Wang has an upcoming project in the district, located at the corner of 130th Avenue and Spring Blvd. His piece, to be completed with the construction of 130th Avenue, is a sound bath that transforms BelRed's unique magnetic declination into a sonic experience, creating a musical score that expresses the community's place and identity. The artist is also working with the project architect of 130th Avenue to integrate an abstraction of this musical score into the pavement design of the streetscape.

With the completion of the Eastlink rail system will come three more public art pieces integrated into the design of the stations. At Wilburton station (located at the southwestern edge of BelRed), Philip K. Smith III is designing an active cross-shaped tower that reflects the surrounding context during the day and is illuminated by colorful internal lighting at dawn and dusk.

Louie Gong, an artist with both Indigenous and Asian heritage, is designing a series of cut metal pieces for the inside of 120th Station in the Spring District. The pieces represent a phoenix and a dragon, illustrating the blending of cultures and legends in the Pacific Northwest.

At 130th Station, in the Arts District, artist Patrick Marold is developing an integrated piece into the railing of the station. The artwork is activated by the natural environment, casting dynamic shadows on the ground when hit by the sun.

There is also an interpretive element honoring the story of Japanese Americans who lived in the area that will be located at the Bridge at NE 8th Street along the Eastside Rail Corridor.

Although vastly different in concept, materiality and scale, each of these existing and upcoming public art projects in BelRed, along with the public art opportunities proposed for BelRed's streetscapes in this plan, will help visitors and residents feel connected and inspired as BelRed develops into a uniquely rich and multi-layered new community with art and creativity at its center.



Artist Po Shu Wang's artwork (rendering above) will be located at the intersection of 130th and Spring Boulevard. It will be an interactive piece where pedestrians are enveloped in a soft sound bath made from layers of recordings of BelRed musicians.



Nails, by Christian Moeller, was installed by Sound Transit on the Eastrail on the west side of their operations and maintenance facility in BelRed.

CONCEPTUAL FRAMEWORK FOR PUBLIC ART

Through investigation of the existing context and future vision for BelRed, an overarching theme emerged that provides a conceptual framework for thinking about the proposed public art typologies within BelRed’s streetscapes. This is summarized as:

“THE INTERMEDIARY/IN-BETWEEN”

BelRed’s streetscapes occupy the liminal space between buildings, physically acting as the intermediary space between specific locations where people work, live and play. In this way they become the interstitial connective material of the community, with potential to become active, lively spaces where people want to congregate and exchange ideas. Public art can play a critical role in these streetscapes, mediating between private and public conditions and providing a layer of intrigue and wonder that activates and transforms the community.

As significant change continues to occur in BelRed over decades as the district develops, there exists an opportunity to also occupy a time between states, within the tension created between BelRed’s history and its future. Public art can become a mediator of this “in-between” condition, helping to bridge this gap and providing opportunities to explore and question the tensions and dichotomies inherent in this ongoing transformation.

Streetscapes, and the public art created within them, can act as the driving mechanism through which change is taking place in BelRed. As many streets will be built or refurbished before new buildings along them are constructed, public art can be at the forefront of change, an opportunity to both contemplate the district’s

future and respect its past; a way to root identity and placemaking into the district’s transformation over time.

Along with being rooted in this particular and unique conceptual frame of reference, artworks created for BelRed’s streetscapes will also contribute to and support the overall mission for Public Art for the City of Bellevue as a whole.

BELLEVUE PUBLIC ART MISSION

“The City of Bellevue seeks to be a vital platform for cultural exchange and creative inspiration. The City turns to living artists to enrich the collective experience of Bellevue’s public places through permanent commissions and a growing collection of movable artworks funded through the Public Art Program. A segment of the collection is devoted to artworks that raise the discourse on the defining aspects of Bellevue’s civic life, exploring the diverse identities of our residents, converging cultures, international connections, technological currents and interplay between nature and the urban experience that make Bellevue’s environment unique. Bellevue’s art collection helps document the dynamic moments and complexities of Bellevue’s cultural life and is an important resource for future generations.”

PUBLIC ART VISION FOR BELRED

Public Art in BelRed will respond to and help to mediate the transitional nature of its streetscapes in both time and in space, reflecting the distinct character and experience of the district and its diverse communities. The collection of works created will strive to unite geographical, social and cultural contexts, enriching the experience of residents and visitors to the BelRed district and stimulating civic discourse. Public Art in BelRed's streetscapes will aspire to have an interest across time and across repeat visits for a broad range of public audiences, ensuring relevance as the district transforms in the future.

Note: While this plan is targeted on public investments in public art in BelRed's streetscapes, private developers may find this plan helpful in developing artwork on private property that is viewable from public rights-of-way.



THEMATIC FRAMEWORK

The following thematic framework derives from an in-depth investigation of the BelRed context as summarized in the earlier sections of this document. The conceptual underpinnings outlined in this section are not meant to be prescriptive, but rather to inspire future artists about BelRed's unique context and to give them a "jumping-off" point to develop their own response to the particular conditions of their project. Public art opportunities that develop as a result of this plan can vary in terms of scale, temporality, medium and approach but are expected to be responsive to BelRed's unique context in some way.

As BelRed continues to evolve over the next decade or more, the idea of change is critical. Although it is likely that many areas of BelRed will look drastically different within the span of a decade, change in the neighborhood will not be cohesive nor consistent. Thematically, artwork created as a response to, or mediator of change can help people adjust to and embrace the district's transitional state as well as forming an expansive framework that can tie the artworks created into a cohesive collection. The characteristics inherent in a transformation – namely a shift in appearance, in state, in experience, in location, or over time will inform each opportunity and the way each artist works.

Three themes for public art, rooted in the concept of change, represent a broad foundation for public art in BelRed. Each theme exists within an "in-between," drawing from BelRed's past, present and future to understand the neighborhood as a vibrant, unique place.

These themes include:

- Analog/Digital
- Natural Reclamation
- Intertwining Cultural Dialogues



ANALOG/DIGITAL

BelRed is currently undergoing a change from a place where physical products were once grown, farmed, made and stored, to a place where digital industries and information are developed.

Physical industry that grew or produced material goods once dominated BelRed, at first in the form of agricultural production and then more recently as packing plants, bottling factories, and self-storage yards. Agricultural production disappeared from the area by the 1960s and light industrial production has been in decline for many years. In its place, digital industry is beginning to establish, including a variety of tech startups and video game developers, as well as the Global Innovation Exchange (GIX) and major technology firms like Facebook. Additionally, BelRed’s location along a mass transit corridor between Microsoft’s headquarters in Redmond and Downtown Bellevue, positions it as a place where people working in digital industry are likely to live.

These extensive shifts in business and land use happen over decades. As BelRed continues to experience change, it is likely that analog and digital industries will continue to operate next to each other in changing amounts.

There is an opportunity for artists to investigate this push and pull between the analog and the digital present within BelRed, with explorations that examine the relationship between what we can physically touch and what exists only virtually. Investigations could range from such things as

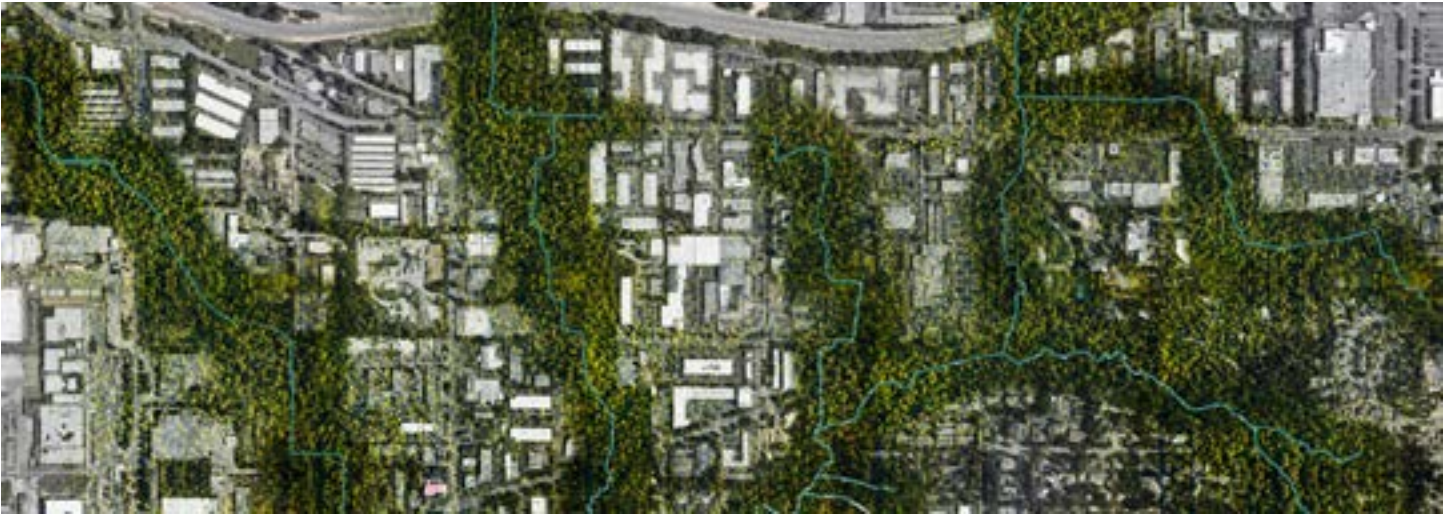
the *tangible* in relation to the *ephemeral*, the *concrete* to the *fleeting*; what exists *physically* in relation to what exists in “*the cloud*.”

Possibility also exists for artists to consider the digitization of the analog world. Everyday life, over time, appears to be becoming more and more virtual, with work, social interaction and many services now facilitated by digital technology. How does technology change the way that we occupy and interact with place? What does this mean for how art is displayed and interpreted in the public realm?

These concepts could be considered both thematically and in the approach of the artwork created. Artwork could occupy the streetscape in a physical form, through a digital medium, or by way of an interplay between the two. Artists could also challenge how artwork occupies the streetscape at different time scales, with opportunities to create ephemeral works, temporary artworks and performance-based artworks.

Reference Projects:

- Sunset/Sunrise, Sans façon. Hamm, Germany, 2014
- Hello Lamp Post, PAN Studio. Various locations, 2013-present
- Variegation Index, Regents Place Campus London, 2019, Jason Bruges Studio
- McLaren, daily tous les jours, Various locations, 2014-present



NATURAL RECLAMATION

BelRed’s history describes the process of clearing one land use to make way for another. Once a series of rich creek ecosystems, the land was logged, farmed and then cleared to build large industrial buildings. Now we have come full circle, with goals to restore the natural creek systems and forests that used to cover the area hundreds of years ago. Future plans to restore major riparian areas that have been neglected for a long time will position nature and open space at the heart of the community while being surrounded by urban development.

Along with this, the BelRed Streetscape Plan also envisions the development of new Green Streets replete with both natural and human-made elements such as trees, native vegetation and stormwater infrastructure that will provide ecological and hydrological functions as well as serve to connect open spaces across the corridor.

Nature and human industry have also been connected throughout BelRed’s history. Recent industry ignored the hydrology and natural systems present in BelRed in favor of clearing the land to build large-scale factories, industrial strip malls and parking lots. In contrast, Japanese American farmers in the early 20th century utilized the stream systems to irrigate their farms by harnessing the power of gravity to pipe water from the streams to their crops.

Artists have the potential to reflect on the tensions between natural and urban settings. This includes exploring the vertical layering of these systems when they meet in the public realm (for instance, when a stream meets a street), as well the interplay between nature and the urban experience.

Nature could also be interrogated as a function and indicator of time. Our primary visual experience of time is through nature, as the sun moves across the sky over the course of a day or the seasons change over the course of a year.

Reference Projects:

- *Ground Water SeaLevel*, Germaine Koh. North Vancouver, BC, 2014
- *Light Keeper*, Caitlind r.c. Brown, Wayne Garrett, and Studio North. Toronto, ON, 2019
- *New York Crossings*, Ned Kahn. Queens Tunnel Midtown, NYC, 2017



INTERTWINING CULTURAL DIALOGUES

As BelRed develops, it is rapidly becoming a multicultural, diverse community, where immigrants from around the world are settling at increasing numbers. Today, 40% of Bellevue's population were born in another country.

BelRed's history is marred with racism and discrimination. In the early 20th century Japanese American people encountered countless prejudices. They were unable to gain American citizenship as immigrants and were barred from owning land in Washington State due to an alien land law passed in 1921. During WWII, after Japanese forces attacked Pearl Harbor, 300 Japanese American people from Bellevue were taken to incarceration camps. Their land was stolen and many of their homes burnt down.

It is impossible to think about BelRed's future as a place that welcomes diversity without contemplating its past. Art can try to bridge the gap between these two realities, providing opportunities for artists to honor and reflect on diverse cultural histories, identities and memories.

The growing cultural diversity of residents in BelRed also opens up opportunities to examine how cultures become intertwined over time. Artists have the chance to tackle and express in the streetscape what it means to live in a new place that is emerging within the space where cultures, ideas and people from around the world meet

over time, pondering questions such as: What happens to the memories of those other places and cultures as time passes? What happens when there is an intersection of diverse cultures in the same space? How does the next generation contend with their own cultural identity and history in a multicultural space? How are dialogues complicated when diverse communities are embraced in the present when outlawed in the past?

The recurring history of displacement in BelRed could also be considered, with Japanese Americans being forced to leave their land during WWII and current businesses being forced out by new development today. Artworks could reflect on what it means to fill, occupy and live in space available because others are displaced.

Reference Projects:

- *White Ashes 9*, Kenji Stoll, Bellevue, WA , 2019
- *The Other Apartment*, Jon Rubin and Sohrab Kashani. Pittsburgh, US and Tehran, Iran, 2019-2020
- *Borrando la Frontera*, Ana Teresa Fernandez. Tijuana, USA/ Mexico, 2011
- *Breathing Lights*, Adam Frelin and Barbara Nelson. Various locations, NY, 2016
- *Teeter-Totter Wall*, Rael San Fratello, El Paso Texas/Juarez, Mexico 2019

PUBLIC ART PRINCIPLES

These principles are intended to inform, refine and shape the way in which art will take place in the BelRed district. These values form the foundation of the conceptual framework that will drive the process for public art. The principles are meant to be integral and integrated into every opportunity that results from this art plan, while also freeing and inspiring artists to delve, challenge and explore broad possibilities.

REFLECTIVE OF CONTEMPORARY PRACTICES

The program of works created will reflect contemporary art and the many ways in which artists practice; informed by and created in consideration of best practices and approaches internationally.

CONTEXT SPECIFIC

Artworks will be based in the geographical, historical and social context of a specific site and location within the city, characterized by the strong natural elements that converge here. This unique context will form the foundation of art opportunities creating a base knowledge that encourages interpretation and creative approaches that are unique, conscious and sensitive to place.

RESPOND TO TIME, DURATION AND CHANGE

Art created will not be static but will encourage and reflect the reality of change, evolution and transformation occurring within the District. Opportunities will focus on not just space, but also time allowing for an active and potentially evolving relationship with the viewer.

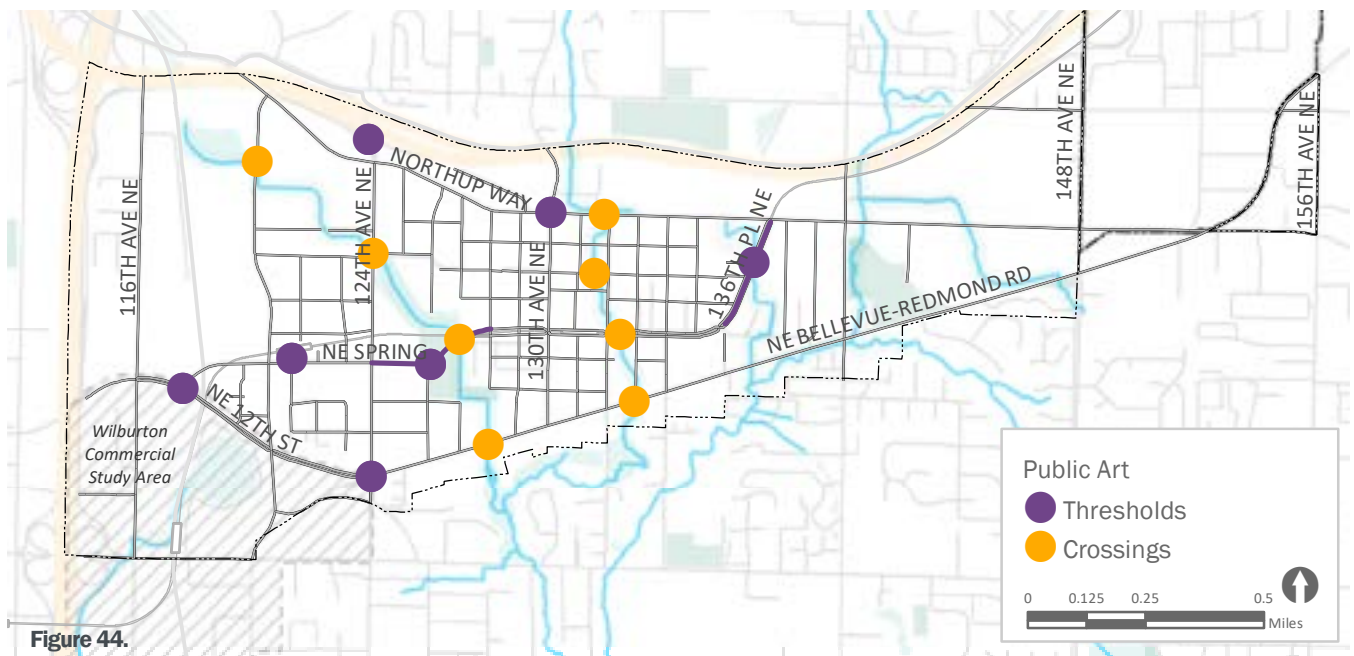
EXCHANGE, DIALOGUE AND DISCUSSION

The program of works created will seize the energy, ideas and connectedness that characterize innovative learning communities, channeling it to encourage social exchange, dialogue and discussion broad in nature and reflective of context.

A CONSIDERED FUTURE

Artworks and artistic approaches throughout will be mindful and intentional in considering overarching sustainability principles and objectives as well as environmental impact.

PUBLIC ART OPPORTUNITIES



Public art in BelRed’s streetscapes has the chance to offer a contemporary approach, encouraging work to be made that is about, and reflects current context. Together, BelRed’s public arts should express a cohesive artistic vision, while each individual commission contains a vitality that is brought through the specific approach and process of each contributing artist.

The art opportunities identified within BelRed are intended to create a diverse range of artistic explorations and expressions within the district throughout its transformation for many years to come. While the locations of opportunities are targeted towards city public art projects, private developers should consider this plan a useful tool for artists working to develop artworks for locations on private property that are viewable from public rights-of-way. These opportunities will reflect the public art vision and principles established in this document, involve artists in creating a dialogue between their practice and the site, and include a range of works in scale, temporality, medium and approaches. Art opportunities identified in this plan should not be considered an exhaustive list.

Additional opportunities include decorative crosswalks and intersection treatments, murals on walls along streetscapes and many other opportunities. Specific opportunities often depend on the unique design and conditions of a site.

The following list indicates the factors that contributed to the determination of prioritizing and selecting potential public art opportunities within BelRed:

- Visible and Accessible Location
- Timing and Open Opportunity for Artist Involvement
- Logistics of Site Development
- Reflective of Plan Principles
- Opportunity for Impact

PUBLIC ART TYPOLOGIES

The proposed art program for BelRed is intended to provide for a range of artistic approaches, supporting works that are longer-term as well as short-term and rotating. The goal is to inspire artists working at all scales and in various mediums to create pieces that are impactful and meaningful. Spanning multiple disciplines and durations, collectively these works will create a layered and multi-dimensional experience for viewers.

With this in mind, art opportunities have been classified into four typologies:

THRESHOLDS

Integrated, permanent physical elements which lend identity and character to their site, marking places of interest or significance within the community.

CROSSINGS

Groups of artworks that mark the intersection of natural and human systems.

PLATFORMS

Platforms for public art that provide space for rotating, temporary or event-based artworks to animate streetscapes.

MOBILE

Artworks that are temporary in location, activating different areas of the district over time as they move from place to place.



THRESHOLDS

A threshold represents the starting point of an experience or place. It can also be thought of as a suspended moment between two realities. Thresholds are distinguished from boundaries, referencing zones of transition instead of hard lines between two distinct ideas or spaces.

BelRed’s location in northern Bellevue positions it between many established areas with their own unique and contrasting characters. High-rise buildings in Downtown Bellevue lie to the west, the more residential neighborhoods of Wilburton to the south, Bridle Trails State Park to the north, and the Microsoft campus in Overlake to the northeast.

As BelRed slowly transforms, its pattern of nodal development will create pockets of distinct character within the district. In particular, the light rail stations at 120th Avenue and 130th Avenue will each become their own identifiable neighborhoods, as well as a third centralized along the southwestern border of BelRed at the Wilburton Station

Artworks that create conceptual thresholds between all of these unique areas can help link them together, establishing central moments of identity within neighborhoods. They can mark a transition or change in character. They can register significant places in parks,

plazas, corners, intersections and transit hubs. They will help lend identity to their site.

Threshold artworks will do more than just mark a location. They provide a chance to immerse the resident, visitor or passerby in a unique experience that incites pause and reflection, inviting people to interact, respond or engage in a new perspective or way of thinking about a particular place and time.

These works will mostly be seen by people in cars or on public transit but there will be some opportunity for engagement by cyclists and pedestrians. Threshold works should be of substantial scale and material in order to have presence within their specific site.

Reference Projects:

- *Monument to East Vancouver*, Ken Lum. Vancouver, BC, 2009
- *Untitled (Toronto Lamp Posts)*, Tadashi Kawamata. Toronto, ON, 2009
- *Passage*, Lilienthal + Zamora. Seattle, WA, 2015
- *Transforest*, Lead Pencil Studio, Seattle WA, 2019



Figure 45.

1 NE 12TH STREET AND SPRING BLVD.

The intersection of NE 12th Street and Spring Boulevard is the main entrance and exit to BelRed, linking Downtown Bellevue to the neighborhood. It is a threshold to the Spring District, the node around 120th station that is currently in the process of development. The intersection acts as a connecting point for cars, pedestrians and cyclists to key elements of BelRed. It is both the beginning of NE Spring Boulevard, the main road that runs through the district, and a planned link for cyclists and pedestrians to enter the Eastrail, an integral piece to the network of trails that will spread through BelRed and beyond.

Goal: Artist to create a work (or possibly 2 pieces in dialogue across the street from one another) that strongly reflects the identity of BelRed. The work should leave a strong visual impression on those who pass by it and begin to connect and mitigate the space between BelRed and its surrounding context.

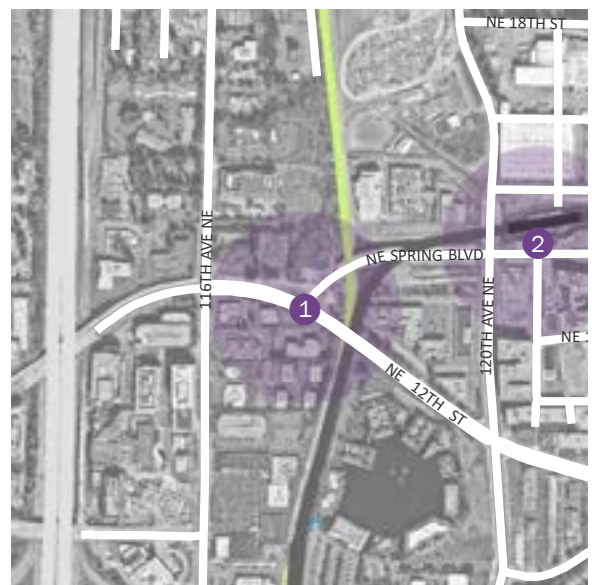


Figure 46. Spring Blvd and NE 12th future Threshold artwork location.

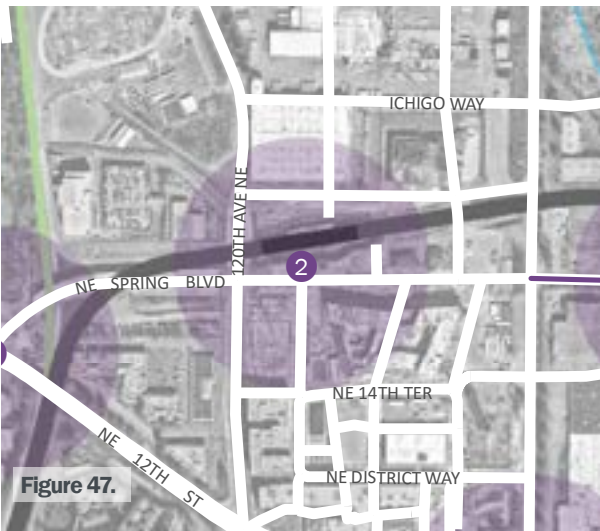


Figure 47.

2 SPRING BLVD SCRAMBLE AT 120TH STATION

This location marks the entrance to the 120th Station in the Spring District. One must pass by it when leaving the light rail station and walking towards the Spring District. It lies in the space between a pedestrian scramble and a plaza - two places of activity and intersection.

Goal: The artwork is to have a dialogue with pedestrians, commuters and cyclists who will likely pass by the piece multiple times a day during their commutes. It is to be interactive, welcoming, and/or spark contemplation and reflection about the work's immediate surroundings and the wider Spring District.



Figure 48.

3 124TH AVE AND NORTHUP WAY

This intersection is an important entrance and exit for cars to and from BelRed off of Highway 520, connecting the area to surrounding communities in Seattle, Redmond and Kirkland. The site is bisected by a highway overpass that has the potential to become a vibrant passageway if used as a canvas for art. It is visible to cars and pedestrians from 124th Ave NE. WSDOT plans to renovate the overpass. An artist should be included at the start of the renovation design process.

Goal: To create a vibrant and memorable entranceway into BelRed that is of a scale that it can be appreciated by people in a passing vehicle and pedestrians from a distance on 124th.



Figure 49.

4 124TH AVE NE AND BEL-RED RD

This location identifies a transition between BelRed and Wilburton along 124th Ave NE. It lies in an area once farmed by Japanese American farmers and at the threshold between a residential neighborhood, the heart of the former light industrial area and density of the Spring District. With the transition to mixed use development from light industrial happening at very different speeds depending on the property, this site is unique because of its history and changing and distinct conditions.

Goal: To create a work, or a linear series of works that visually connect BelRed's history, current context and possible future. The work could respond to time and reflect on the potential transformation of the spaces adjacent to site in the future.

5 SPRING BLVD ZONE 3

Zone 3 of NE Spring Blvd is planned to be an elevated road and multi-purpose path for cyclists and pedestrians that rises above the West Tributary. This future bridge will be highly-visible and afford views down to the open space below. An artist should be brought onto the design team at the beginning of the project to identify and realize a distinct opportunity for art within the design of the overland bridge.

Goal: Integrate art into the infrastructure design of the bridge in a way that creates a powerful experience for bicyclists, pedestrians motorists, and other users as they move through the district. The work could reflect on the layering of natural and human systems, possibly engaging with people both under and on top of the bridge.



Figure 50.

6 130TH AVENUE NE AND NORTHUP WAY

130th Ave NE is to be a bustling, active, retail streetscape that acts as the heart of the 130th Station node, a more residential area imagined as the core of the arts district. This intersection with Northup Way marks the north end of 130th Ave and defines where pedestrians become a priority. It also delineates the start of Po Shu Wang's integrated streetscape art to be installed at key locations along the street.

Goal: Create a human-scaled, three-dimensional, interactive work that fosters a sense of play, activates the intersection and invites participation from passersby. The work should thoughtfully consider its dialogue with Po Shu Wang's nearby street surfacing project.



Figure 51.

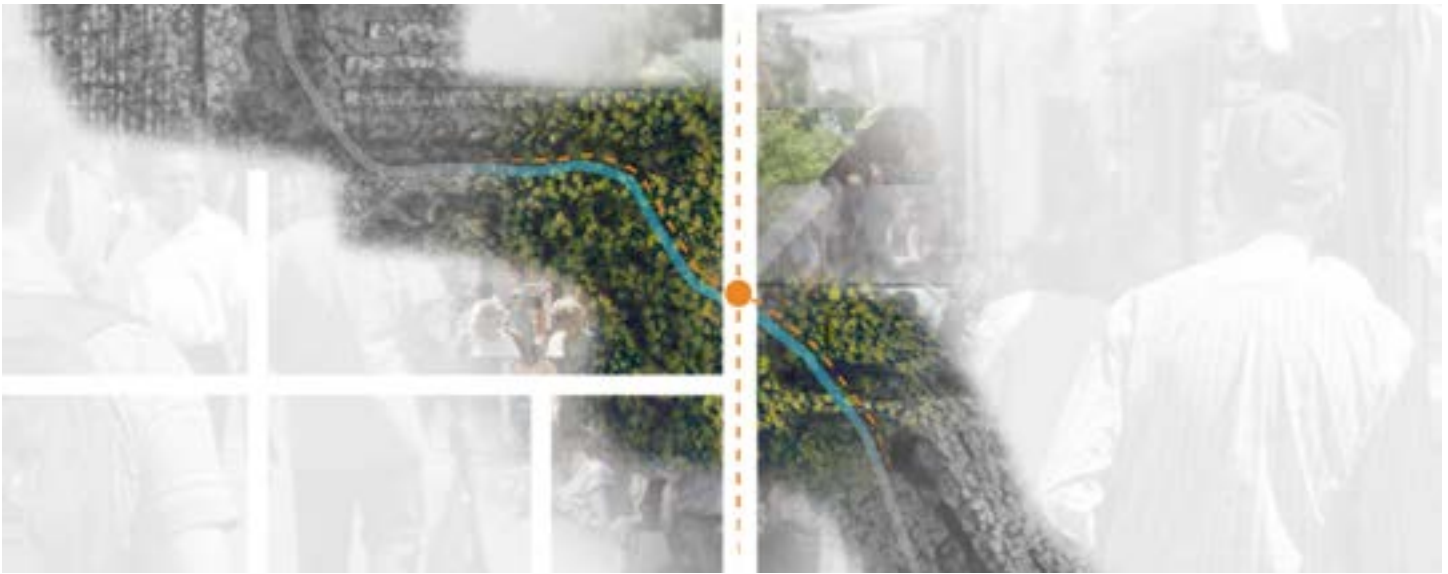
7 SPRING BLVD ZONE 5

Along NE Spring Blvd Zone 5, the LRT is to sit at-grade beside the road. This road will act as the edge of the arts district and should embody the vibrancy envisioned for that area. The east side of the road is anticipated to be the beginning of the commercial node, an area that is likely to remain similar to its current state. The corridor is currently under construction, so art will likely need to be integrated after the roadway is complete.

Goal: Activate the space between the LRT line and the road through a linear, human-scaled, experiential artwork that captures the spirit of a community driven by the arts. The work should engage with both pedestrians and those traveling through the site on the LRT.



Figure 52.



CROSSINGS

Crossings are junctions where different elements intersect. They involve a layering of parts as systems compete for right of way within the same space. Crossings can also refer to a journey or action of moving through something, implying the presence of a narrative as one completes that journey.

“Crossing” artworks within the BelRed public art typologies are intended to interpret the intersection of natural and urban systems.

Each Crossing artwork is composed of a set of locations that mark where a restored natural creek system meets the street network. Each set corresponds to locations along the same stream, providing opportunity for the artist or artists to develop a narrative that links their series of artworks together. These sets of artworks will allow people to understand the stream networks that extend throughout the district and how those networks overlay on top of human systems. They reveal themselves slowly as one moves through the district, bringing attention to hidden systems below the ground.

Reference Projects:

- *Lost Streams*, Marian Penner Bancroft. Vancouver, BC, 1994
- *Reclamation*, Anna McDonald. Burke Gilman Trail, Seattle, WA, 2014
- *Lost Stream Found*, Jill Anholt. North Vancouver, BC, 2013

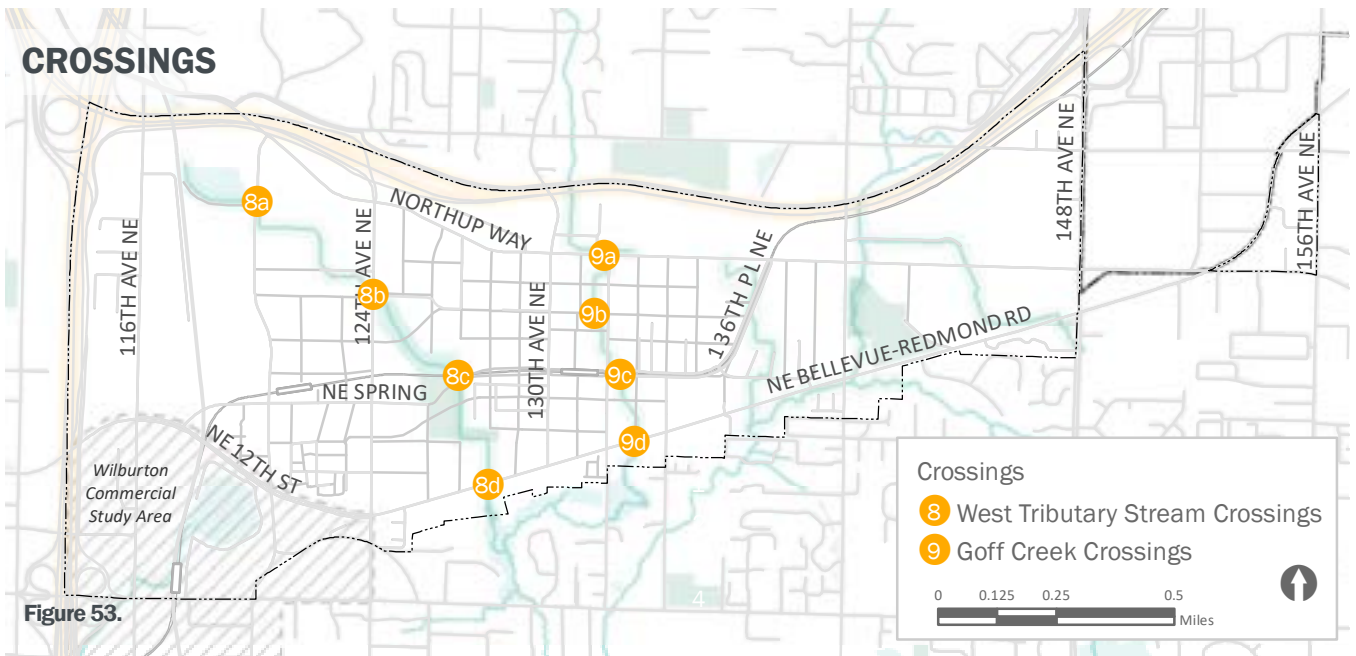




Figure 54.

8 WEST TRIBUTARY STREAM CROSSINGS

West Tributary is an arm of Kelsey Creek that bisects the Western half of BelRed. The majority of the creek is currently hidden from view or inaccessible, but the vision for the future includes daylighting the stream and restoring a 100-ft native plant riparian corridor on either side of the creek throughout its length in BelRed. There are also plans to develop a large community park around the stream where it cuts between the Spring District and 130th Station nodes in the center of the neighborhood. Places where West Tributary crosses major arterials provide opportunities to reveal the layers present below the ground on the streetscape.

Goal: One artist to create a set of four interrelated works that explore the layering of human and natural systems and consider a narrative that weaves through each work, revealing itself slowly as one moves through the district. The works could use the street as a surface for artwork, be standalone 3D works or utilize lighting and sound, but should have a dialogue with each other and the wider site.

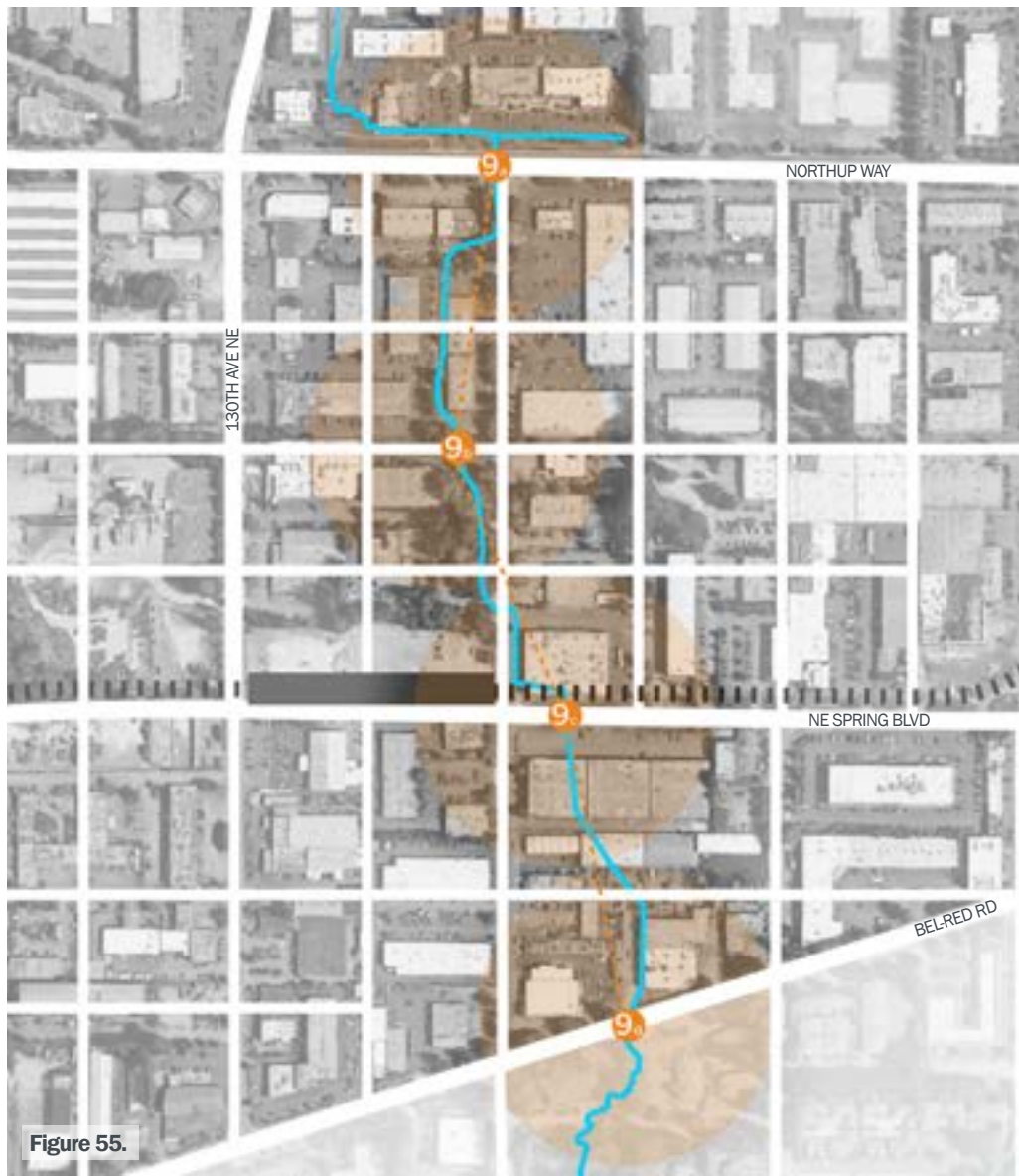


Figure 55.

9 GOFF CREEK STREAM CROSSINGS

Goff Creek is a small creek east of West Tributary stream that cuts through the middle of BelRed in the 130th Station node. It currently runs through back alleys and industrial parking lots, and will likely remain hidden for the foreseeable future, possibly even running underground beneath buildings yet to be constructed.

Goal: Various artists to contribute to a collection of works throughout publicly accessible locations on the path of the stream that explore the layering of human and natural systems and draw attention to the natural amenities that are hidden within our urban fabric. The commissioning of these works should be taken on by developers of the various sites that pass over Goff Creek. Artists may also consider examining the historical role streams played in diverting water to irrigate Japanese American farms.



PLATFORMS

Platforms serve as spaces designed to be activated by intervention. They are created to provide an opportunity for others to come and display or perform for an audience, forming a stage to exhibit expression and opinion.

Platforms for public art within BelRed are incorporated into the streetscape design of local and pedestrian streets. These platforms will build infrastructure for art and art programming into the streetscape, enabling public art to become the “in-between” that creates place in BelRed as the district continues to transform. They will create a dynamic layer of interest in the neighborhood, contributing to placemaking and interaction.

While Platforms can be integrated into any street type in BelRed, some street types offer some advantages for siting these features. In particular, Pedestrian Streets are perfect locations for Platforms. Platforms on Green and Local Streets can provide an engaging amenity and could be located at midblock gathering spaces or in parklets. The type of platform provided is to be open-ended. It could

be, to provide some examples, a plinth with a supply of power for lighting, a wall, a ground surface, or an overhead canopy. Each platform design should be conceived with context in mind and designed with artist input to ensure they are suitable for the community.

The intent of these platforms is to provide a canvas that artists are able to populate however they chose; as a stage for performance-based artwork, plinth to exhibit work, surface to project digital artwork, etc. They are to be activated by rotating temporary artworks, a place for performance, or a site for permanent artwork with a focus on providing opportunities for local or emerging artists to display their work within the streetscape.

Platforms will help strengthen BelRed as an “Arts District” that people want to come back to over and over again. They will layer an element of change onto the streetscapes, allowing public art within BelRed to evolve over time as the community transforms around it.

PLATFORMS ALONG PEDESTRIAN STREETS

Pedestrian streets in BelRed will be active, lively streetscapes that give priority to pedestrians and cyclists. Integrated art will be a crucial factor in generating a feeling of place within these streets and drawing people to want to occupy them.

Goal: To create a sense of continual renewal and fresh perspectives along pedestrian streets by establishing large platforms for artistic expression for each pedestrian street. The platform(s) could be designed to allow for any number of artistic mediums and approaches to be displayed or performed, but should be incorporated in such a way that there is sufficient space for people to congregate and enjoy a broad artistic experience.

Reference Projects:

- *Vancouver Art Gallery Offsite*, Various Artists. Vancouver, BC, 2009-present
- *Midnight Moment*, Various Artists. Times Square, NYC, 2012-present
- *Columbus Never*, Janet Zweig. Columbus, OH, 2012
- *Fourth Plinth*, Various Artists. Trafalgar Square, London, 2003 - present
- *Storefront Theatre*, Matthew Mazzotta. Lyons, NE, 2015

PLATFORMS IN THE ARTS DISTRICT

The BelRed Arts District, to be located at the 130th Station node, is imagined to be a vibrant neighborhood with artist live/work studios, galleries, art events, and public art.

Local streets in this area, to be designed and built largely by developers, provide an opportunity to integrate art into the urban fabric of the district. Any developer constructing a local street in this area is required to provide a platform for temporary artwork wherever there is a 30' x 65' plaza.

Goal: To provide a network of diverse, smaller-scale platforms for artistic experimentation within the urban fabric of BelRed's Arts District, helping bring artistic expression outside of the buildings and into the streetscape. Platforms should be designed with a focus on the types of work local artists are doing to provide artists working in the area space to exhibit or perform. Various platforms should also be designed to allow for spontaneous interventions by the public or local artists.

Reference Projects:

- *Forgotten Songs*, Michael Thomas Hill. Sydney, AU, 2011
- *Future Phenomena*, Amanda Browder. Columbus, OH, 2010
- *The Fourth Plinth*, Various Artists. London, UK, 2005-present



MOBILE WORKS

A mobile object is able to move freely within a space. It refers to something that is adaptable and versatile, with the ability to belong in many different contexts and locations.

Mobile artworks in BelRed will be works that can move, allowing them to be relocated within the district from time to time. The works themselves can be permanent, but their location will be temporary.

These mobile works will occupy BelRed's streetscapes, acting as an important factor in how the streets are activated as the neighborhood continues to transform from its current condition to a high-density, transit-oriented community. They will relocate from one location to another throughout the district, possibly in correlation with areas that are under construction or in the midst of a transformation. In each location, the mobile artwork will create a place in the streets that draws people to want to stay. This will help build community identity within the streetscapes during times of transition, when it is possible

that streets will be constructed before new buildings are completed.

The intention of these mobile works is to activate and animate a street by becoming a focal point for people to gather around and interact with, draw attention to, create a dialogue about, or simply reflect BelRed's unique identity in some manner. They could be single works or multiple movable pieces in a series, occupiable or functional or could become a kind of mobile platform for artistic expression.

ARTWORK MOVES TO DIFFERENT LOCATIONS THROUGHOUT THE DISTRICT OVER TIME

As the district undergoes a transformation from its current condition to a high-density, transit-oriented community, BelRed's streetscapes will act as the first indication of change to come. Art becomes an important factor in how these streetscapes are activated in the time between now and the future.

Goal: Artist to create a work that is able to move to different places throughout the district, creating or facilitating wonder, intrigue and a sense of place in each location it occupies. The work could be a single mobile piece or multiple mobile pieces that occupy the streetscape right-of-way in some manner. The work or series of works, are not meant to be situated in sites permanently but rather should move or be moved according to altering events or development in the area as determined by the artist's concept.

Reference Projects:

- *Red Ball*, Kurt Peschke. Various Locations, 2001-present
- *Redmond Moving Art Center*, Janet Zweig. Redmond, WA, 2014-present
- *Park*, Marko Simcic. Vancouver, BC, 2008-present
- *Sign in the Northwest Passage*, Kevin Schmidt. Various locations, 2010



06

STREETSCAPE ELEMENTS

- 6.1 HARDSCAPE
- 6.2 LIGHTING
- 6.3 FURNISHINGS

- 8.4 FEATURES
- 8.5 UTILITIES &
INFRASTRUCTURE

A KIT OF PARTS

Streetscape elements provide both functional and aesthetic amenities to roadways, enhancing the experience of all users, including drivers, cyclists and pedestrians. Streetscape elements can provide a consistent aesthetic that is unique and recognizable to the BelRed area.

This plan is structured to direct and guide in the development of functional, interesting, and character defining streets. With some exceptions, like street lighting, this plan offers a number of elements to help build streetscapes that fit the unique character and design of specific sites and context. While this chapter lays out a kit of parts including aesthetic and physical attributes for streetscape elements, it is important to note streetscape elements determined by Bellevue staff to be of equal or greater than those highlighted in this plan can be incorporated into streets with approval through the permitting process.

HARDSCAPE

NOTE: Hardscape color, materials and finishes in this section are recommended to help guide hardscape selections through their aesthetic and physical attributes rather than dictate a particular look. The ultimate hardscape selection shall be determined in final design based on availability, cost and other factors.

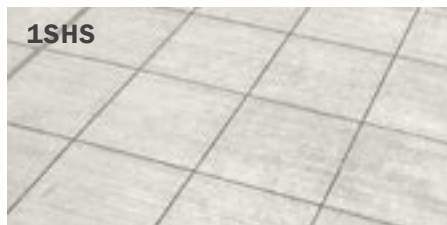
CONCRETE HARDSCAPE

Design Guidelines

- Standard concrete hardscape can be applied to crosswalk paving areas of raised intersections, plazas at mid-blocks, amenity and gathering spaces. (See Crosswalk Paving and Mid-Block Pedestrian Plaza in this document)
- Standard compliance: concrete, curing compound, spec and joint spacing per WSDOT
- City Standard Plans compliance: BR-120-1, DT-130-1

Physical Attribute

- Concrete pavement thickness shall vary depending on pedestrian or vehicular load.
- Special accent surface treatment such as sandblasting, acid-etching, stamping, color hardener and/or staining shall be reviewed and approved by City prior to construction.



STANDARD CONCRETE HARDSCAPE

Description: Fine scale 1'x1', 2'x2', 1/8" width x 1/2" deep

Method: Sawcut grid scoring on natural standard cement concrete pavement with light-medium broom finish



STANDARD CONCRETE HARDSCAPE

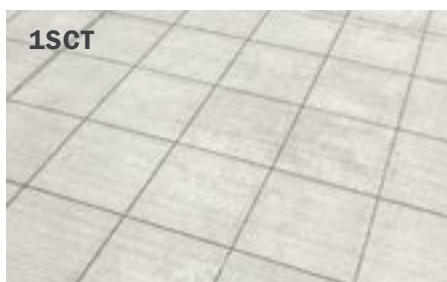
Description: Large scale 4'x4' or 6'x6', 1/8" width x 1/2" deep

Method: Sawcut grid scoring on natural standard cement concrete pavement with light-medium broom finish

CROSSWALK TREATMENT

Design Guidelines

- Align the score pattern grid with roadway centerline.
- Locations of raised crosswalks and intersections shall be determined as part of public improvement projects.



STANDARD CROSSWALK TREATMENT

Description: Fine scale 1'x1', 2'x2', 1/8" width x 1/2" deep

Method: Sawcut grid scoring on natural standard cement concrete pavement with medium broom finish

Scale: 10 ft minimum crosswalk widths

City Standard Plan Compliances: BR-140-1, BR-150-1, BR-160-1, CW-100, CW-120, CH-300, CW-100-1, CW-120-1

ACCENT HARDSCAPE

Design Guidelines

- Standard concrete hardscape can be applied to pedestrian paving areas, crosswalk paving areas, intersection paving areas of raised intersection, plazas at mid-blocks, amenity and gathering spaces. (See Pedestrian Paving Area, Crosswalk Paving Area, Intersection Paving Area and Mid-Block Pedestrian Plaza in this document)
- Standard compliance: concrete spec and joint spacing per WSDOT
- City Standard Plans compliance: BR-120-1, DT-130-1



ACCENT HARDSCAPE

Description: Scored colored cement concrete in various patterns

- Light-medium sandblast finish
- Medium-heavy sandblast finish

Color: "Midnight" by MasterColor. Dosage 42 lbs/yd³



ACCENT HARDSCAPE

Description: Cement concrete in bands in alternating patterns

Method: Light-medium sandblast or broom finish



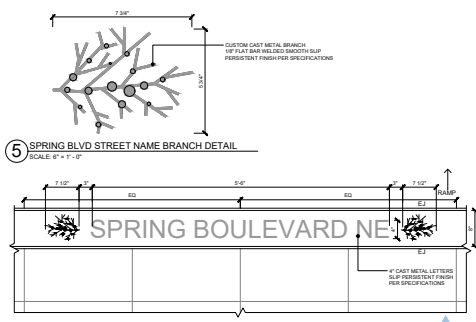
ACCENT HARDSCAPE

Description: Colored cement concrete

Method: Integral pigmented concrete

Color: "Midnight" by MasterColor. Dosage 42 lbs/yd³

4AHS



CAST METAL INLAYS IN HARDSCAPE

Description: Custom cast metal inlays in cement concrete sidewalk

Method: Wet set installation of welded metal inlay into concrete paving



PAVER HARDSCAPE

Design Guidelines

- Accent paver hardscape to crosswalk paving areas of raised intersection, plazas at mid-blocks, amenity and gathering spaces. (See Crosswalk Paving Area and Mid-Block Pedestrian Plaza in this document)
- Pavers shall not be used in through or frontage zones or within other connecting facilities (e.g. walk-throughs)



STANDARD PAVER HARDSCAPE

Manufacturer: Tectura Designs
Description: Granitex, long rectangular concrete pavers
Color: Warm gray, light gray and light beige tones
City Standard Plan Compliances: ADA



STANDARD PAVER HARDSCAPE

Manufacturer: Tectura Designs
Description: Exterior Terrazzo rectangular and square concrete pavers
Color: Various speckled terrazzo colors
City Standard Plan Compliances: ADA

DETECTABLE WARNING SURFACES

Design Guidelines

- Detectable warning surfaces between the roadway and sidewalk shall meet accessibility requirements per ADA standards.



DETECTABLE WARNING SURFACES

Application: All intersections of the BelRed neighborhood (except Spring Boulevard between 120th and 124th)
Description: ADA Detectable Warning Surface (Truncated Dome), meet ADA requirements
Color: Yellow (Federal Color #33538)
City Standard Plan Compliances: SW-250-1, SW-260-1
WSDOT Standard Plan references: F-45.10-02

LIGHTING

NOTE: Lighting products in this section are provided to help guide product selections through their aesthetic and physical attributes rather than dictate the use of certain product(s). The ultimate lighting selection shall be determined in final design based on necessary illumination levels/uniformity, availability, cost and other factors.

Design Guidelines

- All lighting (except accent pavement lighting) shall not occur within pedestrian access routes (PAR) walking areas and full sidewalk width.
- Accent lighting and accent pavement lighting is encouraged within private plazas behind the sidewalk.
- Special circumstances for custom foundations for accent lighting shall be designed to avoid utility conflicts and with proper geotechnical soil per standard with site considerations.
- Standard compliance: foundation standards, setback from curb, site distance for pedestrian lighting shall be approved by the City

Physical Attribute

- Fasteners: Tamper resistant and weather resistant as zinc-plated, galvanized steel or stainless steel material
- Metal & finishes: Galvanized steel, powder coating over aluminum/steel, stainless steel

ACCENT LIGHTING



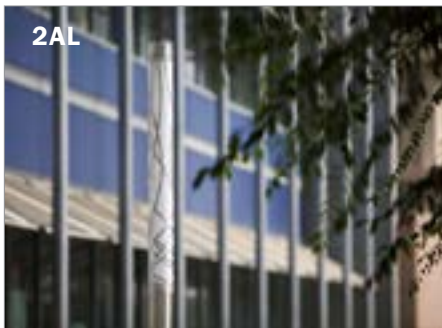
1AL

STANDARD ACCENT LIGHTING W/ CUSTOM DESIGNS

Manufacturer: Streetlife

Product Model: Open Pillars

Material Description: 20"x20 Triangular steel lighting columns with a lattice-like graphic pattern, CorTen steel or powder coated color, capable of supporting LED light strips



2AL

STANDARD ACCENT LIGHTING W/ CUSTOM DESIGNS

Manufacturer: Forms+Surfaces

Product Model: Light Column Bollard

Material Description: Stainless steel, satin finish, 17W custom LED light, 180 degree perforated shield (standard and custom patterns), UL, C-UL, ETL and C-ETL listed



3AL

STANDARD ACCENT LIGHTING W/ CUSTOM DESIGNS

Manufacturer: Structura

Product Model: Mac II XL Column

Material Description: High power, low wattage COB LED light source, solid ASTM D-2559 glulam wood construction, (4) concealed hot dip galvanized anchor bolt base and mounting hardware, aluminum parts polyester powder coat painted

ACCENT PAVEMENT LIGHTING

Design Guidelines

- Accent pavement lighting shall be located at plazas at mid-blocks, amenity and gathering spaces. (See Crosswalk Paving and Mid-Block Pedestrian Plaza in this document)

Physical Attribute

- Fasteners: Tamper resistant and weather resistant as zinc-plated, galvanized steel or stainless steel material
- Metal & finishes: Galvanized steel, powder coating over aluminum/steel, stainless steel



ACCENT PAVEMENT LIGHTING

Manufacturer: Lumascape

Product Model: LS553LED

Material Description: Compact and versatile side-emitting marker light, 2W, 3.7" dia. IP68 rating, 316 marine grade stainless steel, blue, red, white, yellow colors, various apertures, low-speed traffic areas.

Installation: Direct burial flush with finished grade



ACCENT PAVEMENT LIGHTING

Manufacturer: BEGA

Product Model: 77 849

Sizing & Material Description: 39-3/8" lengths x 3-1/2" width; 40W RGBW LED, IP67 UL listed, 120V-277V electronic LED driver

Finish: #4 brushed stainless steel

Installation: Direct burial flush with finished grade



ACCENT PAVEMENT LIGHTING

Manufacturer: Lumascape PowerSync

Product Model: Erden E4 In-ground LS3040

Material Description: EasyGlow visual comfort and CoolDrive thermal management technologies in various RGB colors, 16W, IP68 rating apertures, low-speed traffic areas

Installation: Direct burial flush with finished grade

PEDESTRIAN LIGHTING

NOTE: Refer to the Transportation Design Manual, Appendix A: Street Lighting Design Guide for currently approved products.

Design Guidelines

- Allow for lighting accessories such as street name signage, decorative banners, hanging flower baskets, irrigation.
- All lighting accessories including straps, banner arms, flower basket arms, surveillance cameras, and pole assembly shall be same color as finishes approved by City.
- Provide adequate vertical clearance of 8 ft from finished grade of sidewalk for any pole attachment (e.g.. flower basket or banner arms).
- Special circumstances for custom foundations for pedestrian lighting shall be designed to avoid utility conflicts and with proper geotechnical soil per standard with site considerations.
- If pedestrian lighting is included, determine appropriate lighting levels, uniformity and spacing for pedestrian lighting per current City of Bellevue illumination requirements.
- Pole spacing and illumination levels shall be based on specific project needs and site or design constraints.
- Standard compliance: foundation standards, setback from curb, site distance for pedestrian lighting shall be approved by the City
- Pedestrian lighting selection and layout shall undergo project review and approval by the City prior to construction.



1PL

STANDARD PEDESTRIAN LIGHTING

Manufacturer: AEC

Product Model: Eco Rays TP

Material Description: Integral 120V - 277V electronic LED driver and surge protection, 0-10 V dimming, LED color 3000K or 4000K, UL listed, IP66 rated. Removable optical and gear tray compartment. Opening wiring harness and optical compartment with common tools. Latched door. Finish Graphite Gray.



2PL

STANDARD PEDESTRIAN LIGHTING

Manufacturer: BEGA

Product Model: 88 978

Material Description: Integral 120V - 277V electronic LED driver and surge protection, 0-10 V dimming, LED color 3500K or 4000K, UL listed, IP65 rating, extruded aluminum with standard BEGA color finishes

FURNISHINGS

NOTE: Furnishing products provided in this section are recommended to help guide product selections through their aesthetic and physical attributes rather than dictate the use of certain product(s). The ultimate selection of actual furnishings shall be determined in final design based on availability, cost and other factors.

STANDARD & ACCENT BENCHES

Design Guidelines

- All benches shall be clear of through zone and frontage zone.
- Bench shall be set 2-ft back from edge of required sidewalk width and from parking access walkthroughs to ensure proper seated leg clearance.
- Bench locations shall be predictably and as evenly spaced along a streetscape as possible.
- Bench locations should be reviewed and approved by City as part of development approval and public improvement projects.
- Potential bench locations include areas adjacent to mixed-use and residential building entrances, near corners and intersections, at pocket parks, parklets and public gathering places.
- Other amenities, such as waste receptacles and bike racks shall also be considered to coordinate with bench locations.
- Bench accessories such as backs, armrests or dividers shall be considered given the site location, ease of use and site visibility.

Physical Attribute

- Wood & Sealer: 100% FSC hardwood w/ alkyd-urethane hybrid technology, no peel/flake/crack over time, UV resistant, water repellent, low VOC, clear satin finish oil sealer.
- Exposed fasteners for benches shall be corrosion and tamper resistant.



STANDARD BENCH W/ CUSTOM BACK OPTION

Manufacturer: Wabash Valley

Product Model: Dewart Collection

Sizing & Material: 6 Foot bench with back & arms,; 12 ga steel back and seat in heather pattern; aluminum casting frame; AAMA 2604-05 powder coating

Installation Type: Surface mount per manufacturer's recommendations



STANDARD BACKED BENCH

Manufacturer: Forms+Surfaces

Product Model: Pacifica Bench

Sizing & Material: 8 and 12 foot lengths; FSC 100% Jatoba hardwood slats; powder coated steel frames

Installation Type: Surface mount per manufacturer's recommendations



STANDARD BACKLESS BENCH

Manufacturer: Streetlife
Product Model: Stone Benches Travertino
Sizing & Material: 5" thick x 24" wide stone tablets; supports and base structure available in galvanized or RAL-coated steel
Installation Type: Surface mount per manufacturer's recommendations



STANDARD BACKLESS BENCH

Manufacturer: Forms+Surfaces
Product Model: Pacifica Bench
Sizing & Material: 8 and 12 foot lengths; FSC 100% Jatoba hardwood slats; powder coated steel frames
Installation Type: Surface mount per manufacturer's recommendations



STANDARD BACKLESS BENCH

Manufacturer: Forms+Surfaces
Product Model: Boardwalk Bench
Sizing & Material: 6 foot; FSC Recycled reclaimed Cumaru hardwood slats; cast aluminum frame; powder coated finish
Installation Type: Surface mount per manufacturer's recommendations



STANDARD BACKLESS BENCH

Manufacturer: Streetlife
Product Model: Rough&Ready Crosswise Benches
Sizing & Material: 2.8"x5.9" beams laid crosswise embedded in a support rail with Streetlock comb; black composite stands
Installation Type: Surface mount per manufacturer's recommendations



STANDARD BACKLESS BENCH

Manufacturer: Forms+Surfaces
Product Model: Vector Bench
Sizing & Material: 6 foot; aluminum slats; extruded aluminum frame; powder coat finish
Installation Type: Surface mount per manufacturer's recommendations
Feature Accommodation: Wifi



ACCENT BENCH W/ BACK

Manufacturer: Timberform

Product Model: Fortis 2214-1 Bench

Sizing & Material: 6 x 16; backrest is beveled 8 x 16; both are solid F.O.H.C. premium Douglas fir timbers; powder coated steel frames

Installation Type: Surface mount per manufacturer's recommendations



ACCENT BENCH SYSTEMS W/ ACCENT LIGHTING

Manufacturer: Streetlife

Product Model: Rough&Ready Curved Benches

Sizing & Material: 2.8"x5.9" beams laid crosswise embedded in a support rail with Streetlock comb in curved layout; black composite stands or powder coat finish available; LED box is available to house the drivers for LED lighting

Installation Type: Surface mount per manufacturer's recommendations



ACCENT BENCH SYSTEMS

Manufacturer: Streetlife

Product Model: Rough&Ready Curved Benches

Sizing & Material: 2.8"x5.9" beams laid crosswise embedded in a support rail with Streetlock comb in curved layout, black composite stands or powder coat finish available

Installation Type: Surface mount per manufacturer's recommendations

STANDARD PLANTERS

Design Guidelines

- Planters can be located in plazas at mid-blocks, amenity and gathering spaces including pocket parks, parklets/streeteries, and at locations that do not conflict with site distance and pedestrian safety through CPTED.
- Maintain 36" minimum buffer around planters from other streetscape elements.
- Maintain 48" minimum buffer around planters from fire hydrants.

Physical Attribute

- Wood & Sealer: 100% FSC hardwood w/ alkyd-urethane hybrid technology, no peel/flake/crack over time, UV resistant, water repellent, low VOC, clear satin finish oil sealer.



STANDARD TREE PLANTERS

Manufacturer: Streetlife

Product Model: Love Tubs

Sizing & Material: Brushed 316 Stainless, 1.25 to 2.5m - 44 to 88 cu ft are suitable for trees 5 to 6m tall, custom stainless steel letters or a lasered logo

Installation Type: Freestanding



STANDARD TREE PLANTERS

Manufacturer: Streetlife

Product Model: Highlife III

Sizing & Material: 59", 67" or 79" square sizes x 35" standard height, FSC alternating hardwood slats with black metal frame, composite inner tub, Treetec Bottom Up system

Installation Type: Freestanding



STANDARD PLANTERS

Manufacturer: WAUSAU

Product Model: TF4106

Sizing & Material: 48" diameter x 18" concrete medium size bowl planter w/ (4) 5/8" diameter. lifting inserts, white (A20), buff (A21), charcoal (A26) standard acid wash finish

Installation Type: Freestanding



STANDARD PLANTERS

Manufacturer: WAUSAU

Product Model: TF4357

Sizing & Material: 60" x 16" x 36" concrete rectangle planter w/ (4) 5/8" diameter. lifting inserts, white (A20), buff (A21), charcoal (A26) standard acid wash finish

Installation Type: Freestanding

STANDARD BIKE RACKS

Design Guidelines

- A minimum of 1 rack for 2 or more bikes per 200 LF is recommended.
- Bike rack locations suggested near intersections, building entrances, and public gathering areas.
- Ensure bikes parked in racks will be clear of pedestrian walk zones.
- Determine final placement and number of racks during review of individual private developments and public improvement projects.
- Bike racks shall be oriented such that parked bikes are not an obstruction to pedestrian circulation paths and access to fire hydrants, waste receptacles and building doors.
- Exposed fasteners for bike racks shall be corrosion and tamper resistant.



STANDARD BIKE RACKS

Manufacturer: Reliance Foundry

Product Model: R-8464

Sizing & Material: 11 ga 316 stainless steel, 35.5" width x 31.5" ht, brushed finish or one of six durable powder coating colors

Installation Type: Surface mount per manufacturer's recommendations



STANDARD BIKE RACKS

Manufacturer: LandscapeForms

Product Model: Ring

Sizing & Material: 1.5" O.D. x 0.120" thick wall, 25" width, 27" ht, stainless steel tubing, with a electro-polish finish on bare stainless steel, available in powder coated steel

Installation Type: Embed mount per manufacturer's recommendations



STANDARD BIKE RACKS

Manufacturer: Sportworks

Product Model: Torfino No Scratch

Sizing & Material: 28.5" width x 33.4" ht, santoprene no scratch, brushed stainless steel, or mild steel in powder coated color

Installation Type: Surface mount per manufacturer's recommendations



STREETSCAPE ELEMENTS



BELRED STREETSCAPE PLAN

STANDARD BOLLARDS

Design Guidelines

- Located in amenity and buffer zone areas: Along areas not impeding landscape zones, tree grates and utility vaults/lids
- Bollards shall be included wherever the City determines there is a need for additional pedestrian protection or better definition of pedestrian space.
- City Standard Plans Compliances: DT-150-1



STANDARD SECURITY BOLLARD

Manufacturer: Calpipe Security Bollards

Product Model: IBF12080 fixed security bollard

Sizing & Material: 12" diameter, high security, type 304/316 grade stainless steel, #4 polish finish



STANDARD REMOVABLE BOLLARDS

Manufacturer: Reliance Foundry

Product Model: R-8464

Sizing & Material: Internal locking, 35.5" ht, 4.5" diameter., 316 stainless steel, #6 satin finish, removable and fixed models available, white color reflector stripes



STANDARD RETRACTABLE SECURITY BOLLARDS

Note: Automatic retractable bollards shall be designed for repetitive cycles, ideal for high-level traffic and integrated with any access control option, including a key system, guard operated, proximity card, or any other system or software.

Manufacturer: Calpipe Security Bollards

Product Model: LBPA10080 Series automatic retractable bollard

Sizing & Material: 10" diameter, high security, type 304/316 grade stainless steel, #4 polish finish

Product Model: LBPA12080 Series automatic retractable bollard

Sizing & Material: 12" diameter, high security, type 304/316 grade stainless steel, #4 polish finish

STANDARD WASTE RECEPTACLE

Design Guidelines

- Maintain 36" minimum buffer around waste receptacles from other streetscape elements.
- Maintain 48" minimum buffer around waste receptacle from fire hydrants.
- Ensure one waste receptacle is provide per block face
- Additional waste receptacles may be needed in high traffic areas and larger public seating areas.

Proposed waste receptacle(s) deviating from the standard shall require review and approval by City Design Review Board. Approved equal to standard waste receptacle (above) shall meet the following attributes:

Physical Attributes:

- Durable, weather resistant material in metal materials/finishes including: brushed stainless steel/powder coated aluminum or steel, UV-resistant non-sacrificial anti-graffiti coating.
- Waste receptacle components includes: lid top with side opening, include polyethylene liner, surface mount installation with 4 inch minimum tamper resistant embedment.
- Other consideration for waste receptacles with split receptacle with recycle option, standalone recycle receptacle or solar trash compactor can be considered deviations for design review and approval process.

Aesthetic Attributes:

- Color, type and style shall be consistent to standard waste receptacle and yet bring not only functionality but will help control maintenance needs over time.



STANDARD WASTE RECEPTACLE

Manufacturer: Forms+Surfaces

Product Model: Universal

Sizing & Material: 12- to 36-gallons in five stainless steel finishes for receptacle body, variety of lid options, polyethylene liners

Installation Type: Surface mount per manufacturer's recommendations

UTILITIES + INFRASTRUCTURE

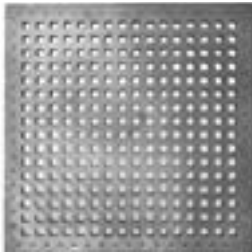
NOTE: Utilities and infrastructure elements provided in this section are recommended to help guide product selections through their aesthetic and physical attributes rather than dictate the use of certain product(s). The ultimate selection of actual streetscape elements shall be determined in final design based on availability, cost and other factors.

STANDARD DRAIN GRATES AND MANHOLE COVER

Design Guidelines

- Use of trench drain grates only if standard storm system infrastructure is demonstrated to not be physically feasible during project design.
- Utility vaults/lids shall located along buffer zones.
- Comply with ADA standards when utilizing drain grates.
- All utilities and infrastructure elements contribute to the placemaking of the streetscape.
- Trench drain grate and drain grate shall all be rated for vehicular loads and be slip resistant.

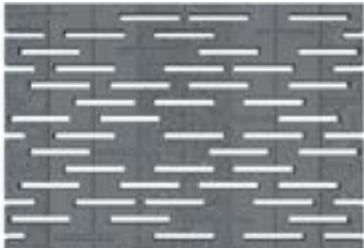
1DG



STANDARD DRAIN GRATE

Manufacturer: Urban Accessories | Standard ADA
Sizing & Material: 8", 12", 16", 18", 24", 36" square, 1/4" openings, 30"x48" rectangle
100% Recycled Grey Iron, per ASTM A48 class 35b Ductile Iron, per ASTM A536, class 65-45-12 100% Recycled Aluminum, per ASTM B26, ADA compliant

2DG



STANDARD DRAIN TRENCH GRATE (ABOVE)

Manufacturer: Urban Accessories | Cascade
Sizing & Material: 12"x18", 100% recycled grey iron, per ASTM A48 class 35b ductile iron or 100% recycled aluminum per ASTM A536, class 65-45-12, per ASTM B26, ADA compliant

STANDARD ELECTRIC VEHICLE CHARGING STATION

Design Guidelines

- Currently, no privately managed electric vehicle charging stations are in the ROW. Before private installation of these occurs, the City will need to develop a plan for how these are managed and regulated.
- Required permits, additional installation/power connection guidance and approval of charger installations in ROW shall be through City process.
- City Charging stations and appropriate signage should be located at visible areas for ease of use and access.
- Chargers shall be located out of way of building doors and pedestrian circulation paths.
- Allow for adequate distance from electrical panel to the charger per manufacturer's recommendations.



STANDARD ELECTRIC VEHICLE CHARGING STATION

Manufacturer: Ideal Power Xpress

Electric Vehicle Charging Station in Skyline decorative bollard

Sizing & Material: 58" ht x 6" schedule 40 galvanized steel x 48" sleeved in 1/4" LDPE plastic, 40V hybrid electrical vehicle charging unit

STANDARD TREE GRATES

Design Guidelines

- Tree grates shall be located along buffer zones and amenity zones not conflicting with overhead awnings and underground utilities.
- Tree grates shall not be considered part of the Pedestrian Access Route (PAR) minimum width.
- Comply with ADA standards and be slip resistant. Provide breakaway feature for tree grate opening.
- Ensure proper grades and minimize steep grade breaks to reduce tripping hazards.
- Tree grates as well as their trees contribute to the placemaking of the streetscape.
- City Standard Plan Compliances: SW-130-1, RL-100-1, RL-110-1, RL-120-1, DT-110-1



1TG

STANDARD TREE GRATES

Manufacturer: Iron Age Grates

Product Model: Rain RNX48-48I99TGHP

Sizing & Material: 4' sq x 1", Cast Iron, standard finish raw, baked on oil finish, or powder coating finish, ADA compliant



2TG

STANDARD TREE GRATES

Manufacturer: Iron Age Grates

Product Model: Spin RNX48-48I99TGHP

Sizing & Material: 4' sq x 1", break away tree opening, cast iron, standard finish raw, baked on oil finish, or powder coating finish, ADA compliant



3TG

STANDARD TREE GRATES

Manufacturer: Iron Age Grates

Product Model: Spin RNX48-48I99TGHP

Sizing & Material: 4' sq x 1", Cast Iron, standard finish raw, baked on oil finish, or powder coating finish, ADA compliant

4TG



STANDARD TREE GRATES W/FLEXIBLE LAYOUTS

Manufacturer: Streetlife

Product Model: Tree Grille Strips and Solid Grille Benches

Sizing & Material: 47", 59" or 71" standard lengths available in straight or diagonal supports

Materials: Untreated weathering steel, optionally at a surcharge finished in a double layer powder coating, ADA compliant



STANDARD UTILITY CABINETS

Design Guidelines

- Utility cabinets shall be located within ROW in and not within PAR routes and site lines at signalized street intersections.
- Utility cabinets can be located in amenity zones.
- Integrate public art in vinyl wrapped decal.



STANDARD ELECTRICAL/SIGNAL CABINETS

Material: 5052-H32 aluminum, 0.125" thick

Finishes: Brushed aluminum

Required Features: Anti-graffiti coating



CUSTOM VINYL WRAPPED UTILITY CABINET

Manufacturer: TrafficWrapz, or approved equal

Product Model: TW360hd

Sizing & Material: Various sizes, DuPont Tedlar polyvinyl fluoride (PVF) technology, conformable graffiti and chemical proof protective film, 1mil thick, fade resistant with AdhesiveGuard protection

FEATURES

NOTE: Featured elements provided in this section are all optional and can be incorporated into a development as approved by the City.

BIKE CORRALS

Bike corrals transform a standard parking space, or area of pavement within the sidewalk realm, into high density bicycle parking. Bike corrals are appropriate in areas of high density employment or restaurant/retail space where anticipated bicycle parking needs are high.

Design Guidelines

- Wheel stops and flexi-posts shall be used to protect the ends of the corral if located in a parking space.
- Rack shall allow bikes to be parked completely outside of roadway or pedestrian circulation route.



RELEVANT STREETSCAPE ELEMENTS

Standard Bike Racks: 1BR, 2BR, 3BR
Standard Concrete Hardscape: 1SHS, 2SHS, 3SHS
Standard Accent Pavers: 1AHS, 2AHS



DOCKLESS BIKE PARKING

Dockless bike parking areas provide easily identified space to park dockless bike-share bikes and scooters. Providing this dedicated space helps to encourage people to leave bikes and scooters in areas where they do not block access or pedestrian circulation. Dockless bike parking areas are appropriate near transit or in areas of high-density employment or restaurant/retail space where use of bike and/or scooter-share is expected to be high.

Design Guidelines

- Dockless parking areas should be delineated by distinctive pavement, such as through the use of paint, decorative pavers, or colored concrete.
- Parking area should include clear graphic icons indicating their intended use (e.g. bicycle symbol)
- Area shall be large enough to accommodate multiple bike-share bikes or scooters in a manner that provides sufficient offset from the roadway edge and does not encroach into the pedestrian circulation route.

RELEVANT STREETSCAPE ELEMENTS

Standard Bike Racks: 1BR, 2BR, 3BR
Standard Concrete Hardscape: 1SHS, 2SHS, 3SHS
Standard Accent Pavers: 1AHS, 2AHS
Accent Paving Lighting: 2PAL, 3PAL



PARKLETS & STREETERIES

Parklets are streeteries repurpose roadway space, typically an on-street parking space, as open space (parklet) or outdoor dining (streetry). These features are often installed at the request of adjacent businesses for use by their customers for dining or waiting, and can be either temporary or permanent.

Design Guidelines

- Per City of Bellevue Curbside Management Plan



RELEVANT STREETScape ELEMENTS

- Bollards
- Standard or Accent Benches
- Standard Waste Receptacle
- Standard Planters
- Bike Racks

City Standard Plan Compliances: ADA, CH-300-1

POCKET PARKS

Pocket parks are small areas of respite within the sidewalk realm (or behind the sidewalk within adjacent developments). Pocket parks are desirable in areas that lack larger open space areas to provide human-scale space for passive enjoyment of the streetscape.

Design Guidelines

- All elements shall be located outside of the pedestrian circulation route and with required minimum offset from the roadway



RELEVANT STREETScape ELEMENTS

- Accent Hardscape
- Standard or Accent Benches
- Standard Waste Receptacle
- Standard Planters
- Bike Racks

City Standard Plan Compliances: ADA

BIORETENTION PLANTERS

Bioretention planters are an element of Green Stormwater Infrastructure that can be used to treat and detain stormwater while also softening the urban environment through the use of appropriate plants and trees. In addition, bioretention can help bring attention to urban stormwater and how it can be sustainably managed.

Design Guidelines

- Per City of Bellevue Storm and Surface Water Engineering Standards
- Refer to bioretention alternatives (ZGF’s content in Appendix)

City Standard Plan Compliances: NDP-1 thru NDP-10



ANGLE PARKING BAY

Back-in angle parking bays require greater right-of-way width than standard parallel on-street parking, however developments can elect to provide this additional space if desired to gain additional parking spaces or to provide a wider pedestrian/sidewalk realm in between bays (e.g. for use as a pocket park or other pedestrian-oriented space).

Design Guidelines

- Back-in parking provides greater visibility for the driver pulling out of a parking space, increasing safety especially for bicyclists on the roadway.
- Full sidewalk and planter width shall be provided at back of angle parking bay.

RELEVANT STREETSCAPE ELEMENTS

Standard Concrete Hardscape

City Standard Plan Compliances: ADA, CH-300-1



MID-BLOCK CROSSING

Mid-block crossings can be used to break-up long blocks and discourage pedestrians from crossing between crosswalks. In addition, mid-block crossings can be used where there may be a concentration of pedestrians wishing to cross.

Design Guidelines

- Provide clear markings and maintain good visibility in all directions.



RELEVANT STREETScape ELEMENTS

Standard Concrete Hardscape
Standard Waste Receptacle
Bike Racks

City Standard Plan Compliances: ADA, CH-300-1, BR-140-1, BR-150-1, BR-160-1, RL-110-1, SW-250-1, SW-260-1, CW-100-1, CW-120-1

MID-BLOCK PEDESTRIAN PLAZA

Allowing additional plaza space at mid-block locations, similar to a pocket park, provides an area for seating, bike parking, art elements or other enhanced amenities to enliven the streetscape.

City Standard Plan Compliances: ADA, RL-120-1

RELEVANT STREETScape ELEMENTS

Standard Concrete or Accent Hardscape
Bollards
Accent Lighting
Standard Waste Receptacle
Standard or Accent Benches
Bike Racks

