The BelRed Corridor Plan

Streetscape Character, Guidelines, and Standards

MARCH 2015

CITY OF BELLEVUE WASHINGTON

ZGF

ZIMMER GUNSUL FRASCA ARCHITECTS LLP

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City of Bellevue

ZGF Architects, LLP

Tad Savinar

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1 Introduction

Goal is to distill the character of BelRed and guide its expression in the streetscape.

The 2008 BelRed Subarea Plan establishes a vision for the reshaping of BelRed into a vibrant and sustainably developed area that accommodates high-technology and other forms of business, provides dense transit-oriented retail and residential development, and restores riparian corridors to provide habitat and open space recreation.

This transformation is spurred by the catalyst of Sound Transit's East Link Light rail alignment, and guided by the Bellevue Land Use Code, *Part 20.25D — BelRed.* This amendment provides guidelines, standards and code requirements for new development in BelRed, but does not illustrate planned street types nor make specific recommendations about what aspects of BelRed's character should be expressed through streetscape design.

Part 20.25D — BelRed identifies a total of five street typologies within the Corridor: Local Streets, Retail Streets, Green Streets, Arterials, and a Transit Boulevard. Transit Boulevard design will be developed under standards produced by the NE 15th/16th Street Project. This plan, the BelRed Corridor Plan/Streetscape Character and Design Guidelines, addresses Arterials, Local Streets, Retails Streets, and Green Streets. It intended to supplement *Part 20.25D — BelRed*, and accomplish four primary objectives:

- Identify qualities of BelRed's past, present and future character that can be expressed graphically in certain elements in the street matched with a complimentary palette of materials;
- Provide new development with a set of guidelines on how a palette of street elements and materials can express BelRed's overall character as well as the unique qualities of subdistricts; this expression will occur through unique public art, street furniture, plantings and the configuration of new streets and sidewalks;
- Provide new development with a set of physical design templates for Local, Retail and Green Streets, at a block scale, to guide the arrangement of all elements in the district's rights-of-way; new development will be responsible for construction of much of the district's new street system as projects are implemented.
- Provide City staff and their design teams with a set of physical design templates for use in BelRed's arterials.

1.1 How To Use This Document

This document addresses four major topics: the establishment of BelRed's character and the design language that conveys that character, a discussion of the role public art will play in creating identifiable, vital places within BelRed, the development of prototypes for the different street typologies, and specific street furnishing recommendations that are consistent with the district. Specifically:

Part 2: Character of BelRed
An assessment of the aspects of the BelRed's character that should be expressed as a basis for design in the district's transformation. Topics include history, culture, arts, land use, natural features and technology.

Part 3: Conceptual Plans and Development Standards
Section includes physical design templates for Local, Retail, and Green Streets (as identified in Bellevue Land Use Code, Part 20.25D.140). Each typology provides a statement of design intent, a character illustration, a typical section, a block plan, and precedent photos of similar streets to give the developer a sense of the desired character of that street. These templates are a starting point and may be adapted by developers, with City approval, to fit existing conditions and capitalize on opportunities unique to each development. Part 4 also provides physical design templates for City staff and their design teams to implement in the development of arterials and includes street-by-street recommendations for the incorporation of specific design treatments.

Part 4: Streetscape Elements
Section provides a palette of streetscape elements for each street typology that expresses BelRed's character as described in Part 2. The development of BelRed will take place over a number of years, and during that time specific products recommended in this document may go out of production, while other suitable products may be developed. This is intended to be a "living/working" design manual to which specific products may be removed or added over time, in both hard copy and web-based versions.

Part 5: Public Art
Section examines the role public art can play in expressing BelRed's evolving character. Along with the expansion of light rail through the Corridor and catalyst projects called for in code, public art and the development of an arts district is seen as a way to jump start the transformation of the Corridor by creating a new degree of vibrancy and community. A study of public art opportunities is presented to identify ways the Corridor's character may be interpreted and where these interpretations may occur to best initiate transformation of the Corridor and compliment anticipated development.

Part 6: Graphics

Graphics addresses the development and application of the graphic elements that convey the character of BelRed. Material from a series of charrettes is presented and interpreted into a graphic theme that forms the basis for design elements to be incorporated into new development in BelRed's public realm.

Part 7: Detailed Drawings

Section includes a collection of documents showing how the prescribed graphic character has been interpreted by a range of projects under development in BelRed. This collection of material is intended to serve as a record of urban design in the Corridor as well as an inspiration to future developments on how to interpret and express BelRed's unique character.

GUIDELINES AND STANDARDS

This document makes design-based recommendations that are indicated as either Guidelines or Standards, and also relies on standards already in place, such as the City of Bellevue Transportation Design Manual, federal accessibility standards, etc.

When a design treatment is identified as a Guideline, it is meant to be a suggestion that serves as a point of departure for the Developer's design team. Guidelines are flexible in nature, and are intended to provide design latitude so that a variety of treatments, each unique but also cohesive as a whole, are developed by different teams working in BelRed.

Design treatments identified as standards must be adhered to. Departures from standards may be permitted but will require approval from the City. The standards identified in this document are intended to compliment, not supersede, standards already in place.

Throughout this document recommendations that are guidelines will be marked with this **Guidelines** symbol: G

Recommendations that are Standards will be marked with the **"Standards"** symbol: S

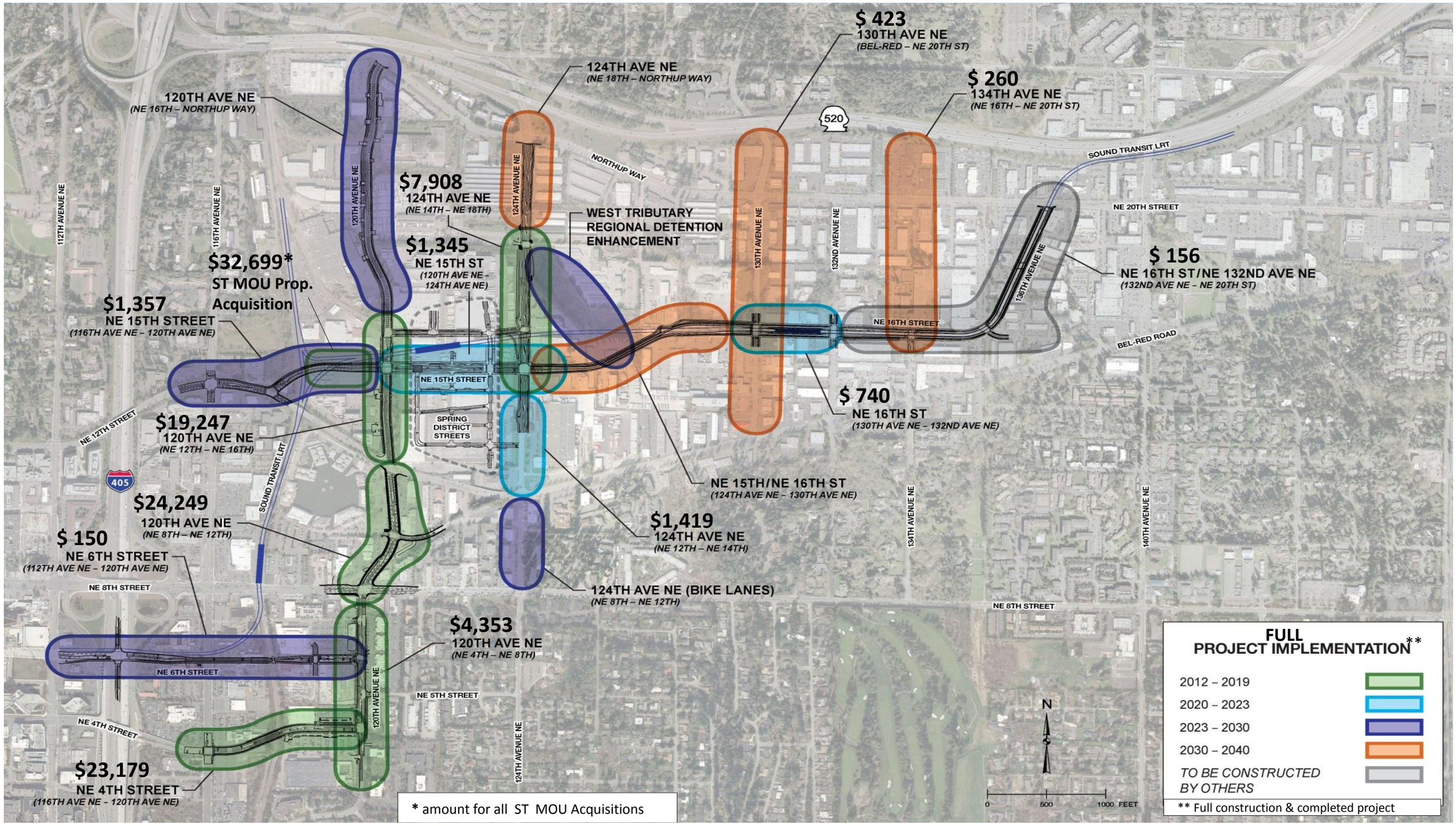

$ 423
130TH AVE NE
(BEL-RED – NE 20TH ST)
$ 260
134TH AVE NE
(NE 16TH – NE 20TH ST)
124TH AVE NE
(NE 18TH – NORTHUP WAY)
120TH AVE NE
(NE 16TH – NORTHUP WAY)
520
SOUND TRANSIT LRT
NORTHUP WAY
$7,908
124TH AVE NE
(NE 14TH – NE 18TH)
WEST TRIBUTARY
REGIONAL DETENTION
ENHANCEMENT
$1,345
NE 15TH ST
(120TH AVE NE – 124TH AVE NE)
$32,699*
ST MOU Prop.
Acquisition
$1,357
NE 15TH STREET
(116TH AVE NE – 120TH AVE NE)
NE 20TH STREET
$ 156
NE 16TH ST/NE 132ND AVE NE
(132ND AVE NE – NE 20TH ST)
BEL-RED ROAD
NE 16TH STREET
$ 740
NE 16TH ST
(130TH AVE NE – 132ND AVE NE)
NE 15TH STREET
SPRING
DISTRICT
STREETS
NE 12TH STREET
$19,247
120TH AVE NE
(NE 12TH – NE 16TH)
NE 15TH/NE 16TH ST
(124TH AVE NE – 130TH AVE NE)
$1,419
124TH AVE NE
(NE 12TH – NE 14TH)
$24,249
120TH AVE NE
(NE 8TH – NE 12TH)
$ 150
NE 6TH STREET
(112TH AVE NE – 120TH AVE NE)
124TH AVE NE (BIKE LANES)
(NE 8TH – NE 12TH)
NE 8TH STREET
$4,353
120TH AVE NE
(NE 4TH – NE 8TH)
NE 6TH STREET
NE 5TH STREET
NE 4TH STREET
$23,179
NE 4TH STREET
(116TH AVE NE – 120TH AVE NE)
112TH AVENUE NE
116TH AVENUE NE
120TH AVENUE NE
124TH AVENUE NE
130TH AVENUE NE
132ND AVENUE NE
134TH AVENUE NE
136TH AVENUE NE
140TH AVENUE NE
405
N
0
500
1000 FEET
FULL
PROJECT IMPLEMENTATION**
2012 – 2019
2020 – 2023
2023 – 2030
2030 – 2040
TO BE CONSTRUCTED
BY OTHERS
* amount for all ST MOU Acquisitions
** Full construction & completed project

FIGURE 1.1.1

Character of Belred

2.1 Context

The process of identifying the character of the BelRed Corridor began with an investigation of its context. Three broad themes were identified as particularly relevant to the Corridor's character:

Industrial

As it exists today, BelRed is the largest industrial/light industrial area in the City of Bellevue. The west portion has large industrial sites such as the Safeway distribution facility, the Coca-Cola bottling plant, the Metro yard, and the Cadman plant. To the east of these large industrial sites are smaller light industrial uses, many of which have a retail component to them.

FIGURE 2.1.1

BelRed Character Workshop
These "mood" boards, above, were created to stimulate discussion about the character of BelRed . This started the development of a BelRed design language that can be applied to physical features, and printed and digital media.

Natural

BelRed has significant natural underpinnings. It is transected by six water courses. Some already have significant green belts around portions of their course (West Tributary and Valley Creek), while the others are mostly channelized and underground. The BelRed Sub-Area Plan calls for the daylighting of these important natural features, and will reestablish important habitat corridors for fish, fowl, and other wildlife. It is envisioned that these greenbelts will provide a sense of boundary to each of the development nodes. They will be conspicuous as one moves through the corridor, particularly by foot or bicycle as one crosses these areas at-grade, and by rail, as one looks into them from elevated rail structures.

FIGURE 2.1.2

Modern

The major catalyst for the redevelopment of BelRed will be the expansion of the Link Light Rail system across the Eastside and through BelRed. Stations at the Spring District development and at approximately 130th Avenue Northeast will transform these areas to high-density employment and residential centers with connections to established communities such as downtown Bellevue and Redmond, Overlake, regional centers such as Seattle, and the airport. This vital linkage across the Eastside connects a number of high-technology employers, and it is anticipated that this will make BelRed an attractive location for these companies to expand to, for smaller start-ups looking for proximity to the larger companies, and for employees of these companies, who come from all corners of the globe, to live.

FIGURE 2.1.2

2.2 Character

With this understanding of the context in the BelRed Corridor, a series of workshops were performed as part of the work for this Plan to distill the relevant themes at play in the Corridor into a character statement and discuss how this character might be expressed in the streetscape. It was agreed upon that the Corridor's industrial setting, unique to the Eastside, and the imminent restoration and transformation of the natural systems in the Corridor are strong identifying characteristics that should be emphasized.

Equally important is the fact that BelRed will reinvent itself as one of the newest neighborhoods in the Puget Sound region. With its connectivity to established high technology businesses, it is expected to entice additional high-tech employers looking for space, and a workforce looking for residence. Increasingly, this workforce is being drawn from around the world. All of this suggests that the BelRed story should be forward-looking, and that the design language used to tell that story be contemporary and cosmopolitan.

Great consideration was given during the development of this plan to the nature of contemporary design and what it means in the context of the Corridor. Contemporary design is a reflection of its time and place. Because of the potential for the Corridor to become a very cosmopolitan neighborhood, approaches to design from around the world were considered. With society's increased awareness of sustainability and natural, renewable, and recyclable materials, Asian design motifs, with their emphasis on material and clarity of form seemed particularly appropriate. This approach to motif also draws from the historical context of the Corridor, which was settled by Japanese-American families who practiced agriculture in the area.

Given this context, the Corridor's character might best be expressed through design that references its industrial tradition and natural systems, with clear expression of materials and simple form.

"BelRed is intended to be a vibrant community defined by its creativity, connectivity, and innovation, inspired by its industrial roots, and expressing its underlying natural context through sustainable design."

3 Conceptual Plans and Development Standards

G 3.1 District-Wide Design Principles

A common set of principles underlies the design recommendations made for each of the street types in BelRed. These principles promote BelRed's character while creating streets that are safe and functional for their users. These guiding principles are listed below and manifest themselves in the specific design recommendations that follow.

Reinforce Identity While Enhancing Legibility

Design elements integrated by new development and City projects should not only reinforce the character of the Corridor as a whole, but also distinguish sub-areas within or adjacent to BelRed (e.g. Spring District, Wilburton, etc.). This can be achieved through the use of "elements of continuity" and "elements of distinction". Elements of continuity can include design gestures such as the bar pattern common to both the BelRed and Wilburton graphics, common color schemes, and street trees to establish a sense of cohesiveness across BelRed.

Reinforce Bellevue's Identity as a "City in a Park"

Bellevue is fortunate to have significant tree cover, and the areas immediately north and south of the BelRed Corridor are particularly lush. Effort should be made to weave this lushness into the Corridor along its streets and riparian corridors. Wherever possible, existing trees should be retained; where existing trees cannot be retained ample root zone should be provided for the health of new trees. Street trees should be used as an element of continuity that spans transition zones between sub-areas of the Corridor while using variety in the shrub and groundcover palette as elements of distinction. Shrub and groundcover beds can be used to define spaces within the right-of-way and direct pedestrian and bicycle flow. Shrubs and vines can be planted along the base of retaining walls to help reduce their perceived scale. Consider terracing taller walls and abutments to provide planting shelves. Plants in medians and planter strips can be used to help detain and treat stormwater. Plantings in, or adjacent to greenbelts and riparian corridors should be of a native palette appropriate to that ecology. In locations where these features come in contact with or cross a street, they should represent an easily identifiable change in plant material.

Reduce Clutter in the Streetscape

Design solutions should favor simplicity and the reduction of clutter on or around sidewalks, particularly at intersections. To the extent possible, make poles at intersections multi-task so that multiple mast-arms, buttons, signs, etc. are affixed to a single pole.

Create Gateways at Transitions

Transitions from surrounding neighborhoods into BelRed (points of arrival, key intersections, etc.) can be marked with major gateway elements that convey character (see Section 7 for major gateway element). Minor gateway elements may be placed at transitions between sub-areas within the Corridor. Each of these can be unique and relate to adjacent development. These treatments may include vertical markers, enhanced pavement, landscape features, etc.

Allow Riparian Corridors to Inform the Character of the Streets that Cross Them

The system of creeks that traverse BelRed are one of its defining features, and visual cues and interpretive elements in the streetscape can be provided at crossings, or where these areas are adjacent to streets, to inform passers-by of BelRed's natural systems.

Accommodate a Wide Range of Users in the Right of Way

BelRed's density, transit infrastructure, and location on a proposed major bicycle thoroughfare will encourage the use of bicycles as transportation. Streets in BelRed are intended to feed the regional bicycle network by making connections to NE Spring Boulevard. Bicycle infrastructure suitable to a wide range of abilities should be provided.

BelRed's sidewalks and paths should allow for people to pass through, or linger within, the streetscape comfortably and safely. Pedestrian movement should not be impeded by poles, bicycle traffic, etc., and open sightlines should be maintained to provide a sense of security. "Pull-outs" or overlooks should be provided at elevated structures where pedestrians and bicyclists can stop to enjoy the view, meet a friend, or even have lunch. The character graphics (see Section 6) developed in this document can be applied to sidewalks and crosswalks in a manner that gives pedestrians and bicyclists cues as they approach or enter vehicular traffic, gathering places, etc.

Provide Opportunities for Rotating Public Art

Opportunities for sculpture, installations, performance, etc., can be created by providing open spaces along the sidewalk, on walls, in the landscape, etc.

Elements of Continuity and Elements of Distinction

Elements of Continuity are elements that are intended to provide consistency across a larger area. They should follow standard details that are specific to the three distinct nodes planned in The BelRed Corridor Plan but this can be up for discussion. BelRed Streetscape Standards give direction on some Elements of Continuity, while others need refinement. Currently, we are solidifying design details and committing to locations.

Elements of Distinction help note a key place in BelRed. They are intended to be a noticeable diversion from the larger system where Elements of Continuity dominate. Locations are derived from the BelRed Streetscape Standards and policies in the Comprehensive Plan.

Elements of Continuity:

Scoring pattern

Asphalt intersections

Concrete intersections

Railings

Lighting

Walls

Guard rail

Planter strip

Courtesy strip

Sidewalk inlay

Wayfinding

Elements of Distinction:

All elements listed above with the addition of Public Art, located or adjacent to:

Key gateways into BelRed or a node in BelRed

Riparian areas

EastLink Rail Stations

Key intersections of major arterials and other street types (Green Street, Shopping Street, Local Street)

3.2 Street Types Overview

This plan makes design recommendations for five prototypical street types: Arterial Streets, Local Streets, Retail Streets, East Link Streets, and Green Streets. These prototypes assume a generic block length of 300 feet, which is driven by a code stipulated maximum block frontage of 1200 feet. As station area planning evolves at the district's nodes and development occurs, real conditions will dictate layout and design of the streetscape.

The prototypical plans make recommendations for types of street elements to be provided for each street type, general layout of the various zones of the sidewalk, and street parking configuration. These plans, sections and illustrations are meant to be used in conjunction with the City of Bellevue Transportation Department Design Manual.

This document also makes design recommendations for proposed and existing arterials in, and adjacent to BelRed. These recommendations were developed in a workshop attended by several project teams working on arterial design in the BelRed and Wilburton neighborhoods and included both City staff and their respective design consultant teams. The following projects had representatives in the workshop:

- **120TH Avenue NE – Stage 1** NE 4th Street to NE 8th Street
- **120TH Avenue NE – Stage 2** NE 8th Street to NE 15th/16th Street
- **120TH Avenue NE – Stages 3 and 4** NE 15th/16th Street to Northup Way
- **NE 4TH Street Extension**
- **124TH Avenue NE**
- **NE Spring Boulevard**, Segments 1 and 2

The ideas generated by the teams may be applied not only to the arterial streets listed above, but to other arterials in the corridor, including:

- BelRed Road
- Northup Way/NE 20th Street
- 136th Place NE
- 140th Avenue NE

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. These streets are intended to support residential development through their intimate scale, generous landscape and pedestrian furnishings.

Retail Streets

Retail 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 sightlines to store fronts and on-street parking and loading.

Green Streets

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.

East Link Streets

East Link Streets provide a level of continuity throughout the East Link system while responding to the character of local areas. These streets support the light rail system, and the character of Bellevue, BelRed, and each of its nodes.

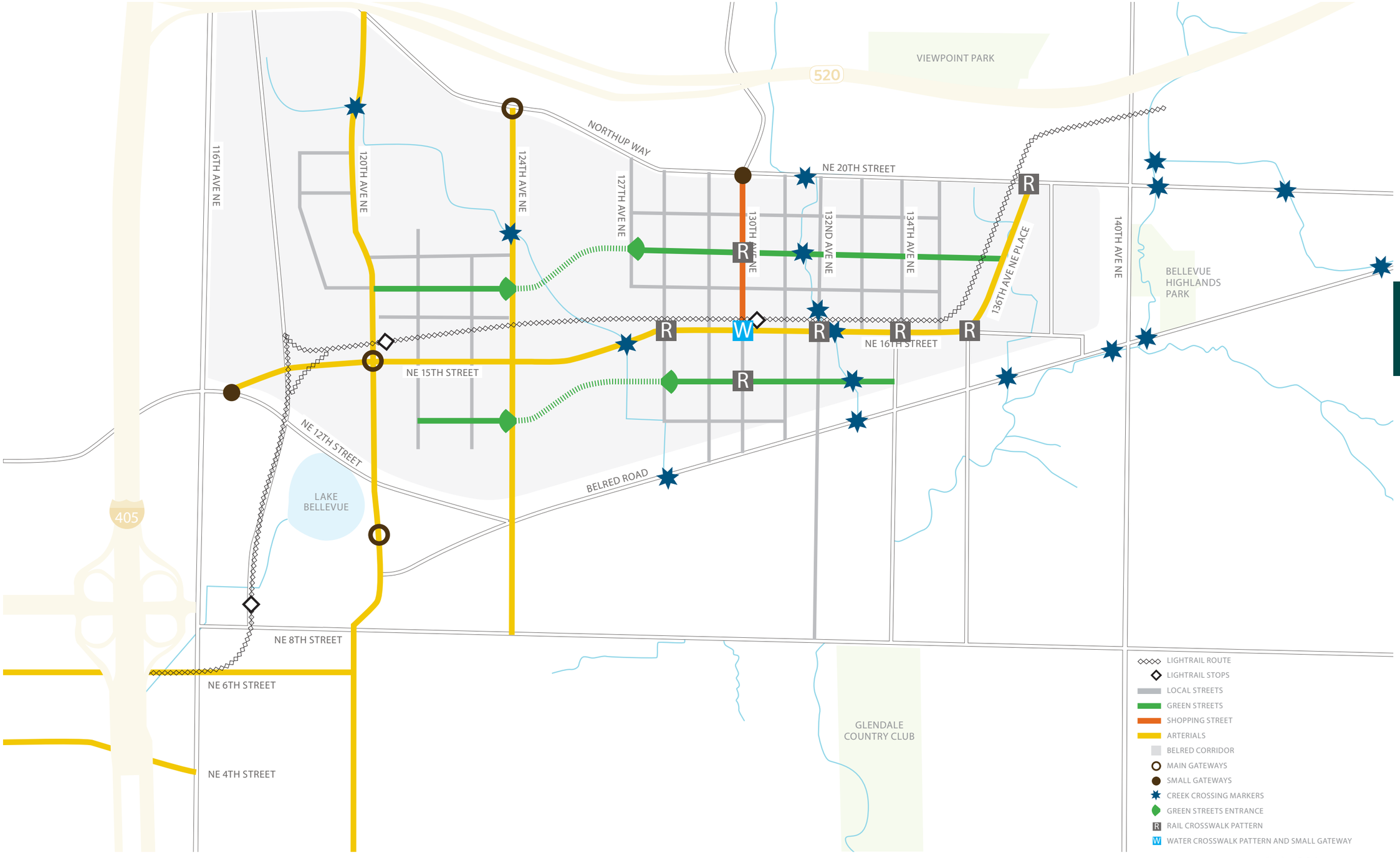

520
VIEWPOINT PARK
NORTHUP WAY
NE 20TH STREET
116TH AVE NE
120TH AVE NE
124TH AVE NE
127TH AVE NE
130TH AVE NE
132ND AVE NE
134TH AVE NE
136TH AVE NE PLACE
140TH AVE NE
BELLEVUE HIGHLANDS PARK
NE 16TH STREET
NE 15TH STREET
NE 12TH STREET
BELRED ROAD
LAKE BELLEVUE
405
NE 8TH STREET
NE 6TH STREET
NE 4TH STREET
GLENDALE COUNTRY CLUB
LIGHTRAIL ROUTE
LIGHTRAIL STOPS
LOCAL STREETS
GREEN STREETS
SHOPPING STREET
ARTERIALS
BELRED CORRIDOR
MAIN GATEWAYS
SMALL GATEWAYS
CREEK CROSSING MARKERS
GREEN STREETS ENTRANCE
RAIL CROSSWALK PATTERN
WATER CROSSWALK PATTERN AND SMALL GATEWAY

FIGURE 3.3.1

3.3 Arterial Streets

STREET ORGANIZATION

- Develop a relatively “curbless” streetscape for bike safety through the use of rounded or stepped curbs.
- Clearly define bike lanes through color, pattern, materials and/or separation with landscape.
- Create an appropriate balance of bicycle vs. pedestrian amenity that accommodates fast moving bicycle commuters and leisurely biking/baby strolling.
- Reduce roadway cost by transferring bicycles off of expensive vehicular pavements.
- Incorporate bus stops that do not endanger or interfere with bicyclists and pedestrians.

FIGURE 3.3.1
Arterial, parking, bicycle lane, and pedestrian zones are clearly marked through materials and/or landscaping

FIGURE 3.3.2
Materials and color utilized as identifiers for pedestrian and bicycle lanes

FIGURE 3.3.3

FIGURE 3.3.4
Bus stops and bike lanes are clearly separated

S OVERLOOKS

Overlooks at Elevated Structures

- Reinforce district character through use of design elements at overlooks
- Leverage views of downtown and Mt. Rainier
- Provide furniture, public art and/or informational graphics at overlooks
- Provide spaces off walkways to enhance the pedestrian experience
- Consider integrating overlooks at bridges or significant elevation changes
- Design overlooks to create social destinations (meet-up, lunch, etc.)

Potential Overlook Amenities

- Pedestrian furniture
- Public art
- Informative graphics
- Free wi-fi
- Views to downtown and Mt. Rainier
- Night illumination of the space and the bumpout structure

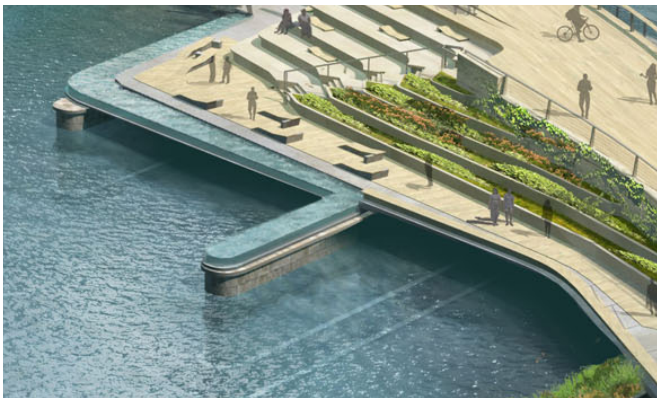
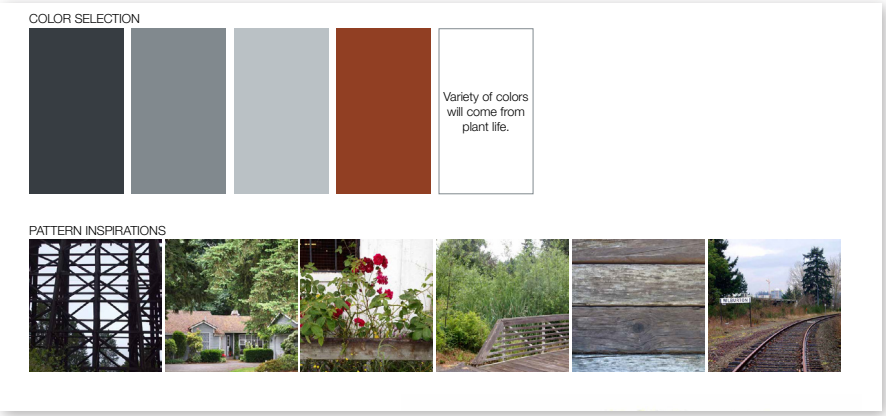


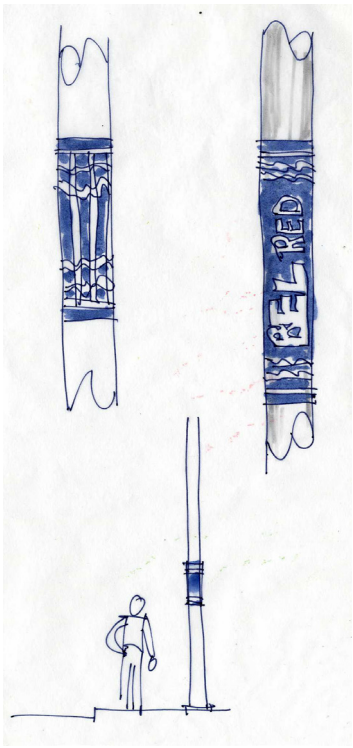
FIGURE 3.3.5
Overviews can contain greenery and pedestrian furniture

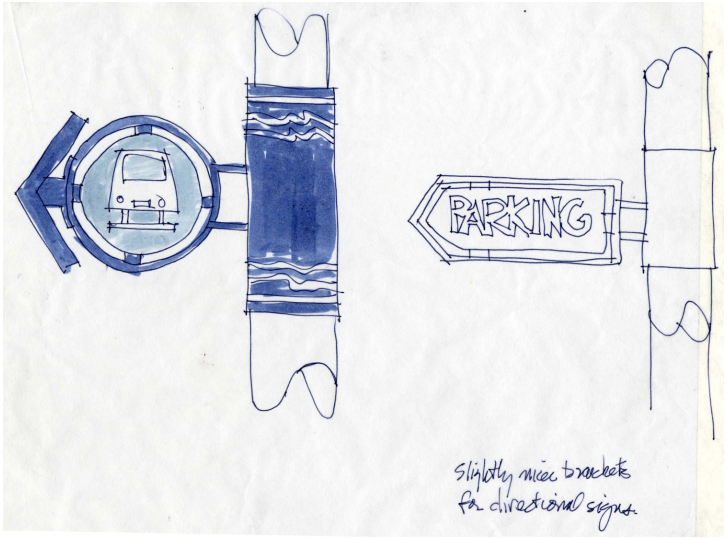
FIGURE 3.3.6
Elevation changes are opportunities for pedestrian resting points

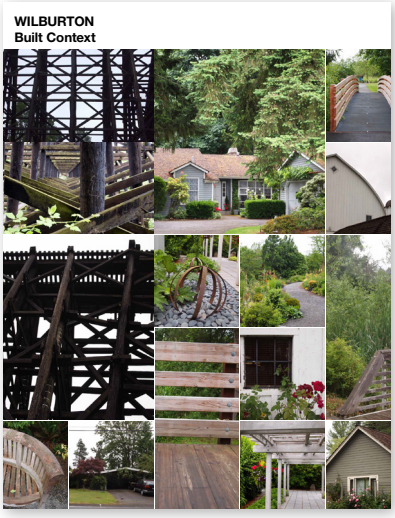
FIGURE 3.3.7
Overlooks can incorporate art to add interest and engagement

120th Avenue NE – Stage 1 *Character Application Process*









3

G 120TH AVENUE NE — STAGE 1 (CIP NO. PW-R-161)

NE 4TH STREET TO NE 8TH STREET

- Apply Wilburton graphic treatments to sidewalks
- Provide varied finishes, trellises and climbing plants at retaining wall
- Provide decorative guardrail at west edge of proposed school bus facility
- Provide trellis screen between right-of-way and adjacent parking lots

FIGURE 3.3.13

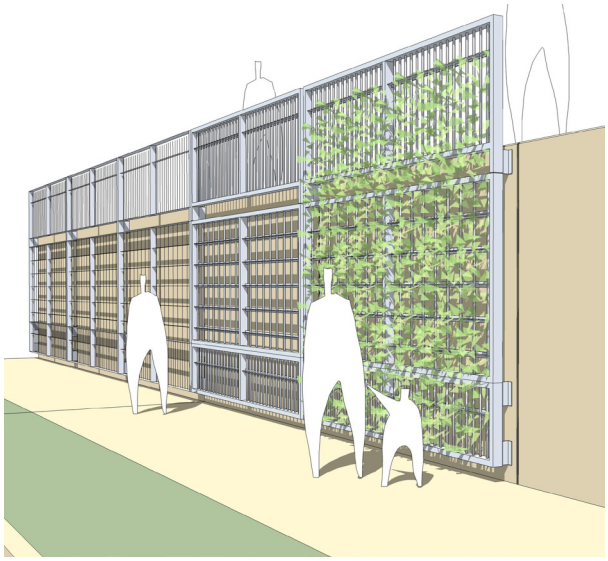
G 120TH AVENUE NE — STAGES 2 (CIP NO. PW-R-164)

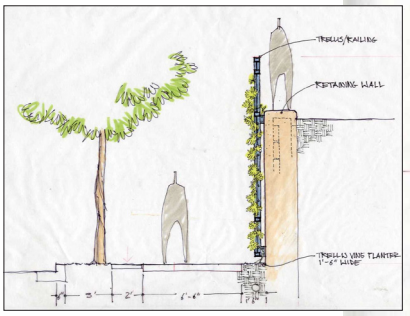
NE 7TH STREET TO NE 12TH STREET

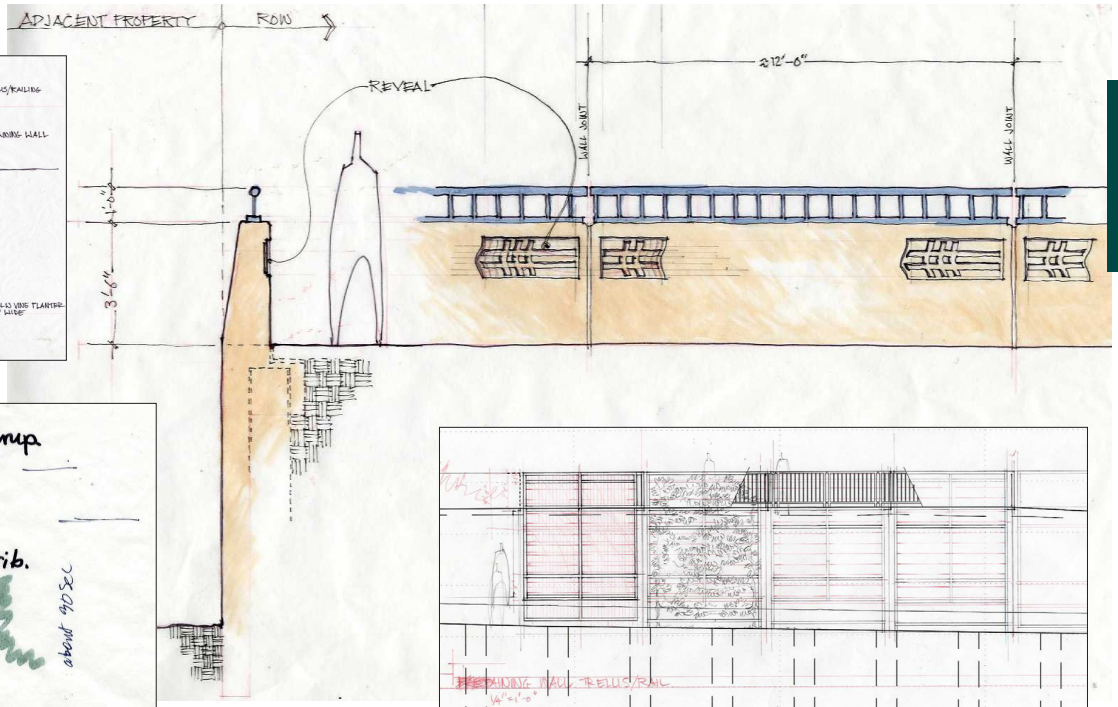
- Provide major gateway element (see Section 7) between NE 8th Street and NE 12th Street
- Accommodate pedestrians and bicyclists in separate sidewalk zones
- Use landscaping per BelRed Landscape Standards LUC.20.25D.110
- Follow BelRed design recommendations for art, street furnishings and wayfinding
- Reduce the apparent scale of retaining walls by applying BelRed graphics and planting with climbing vines and foreground landscape where possible

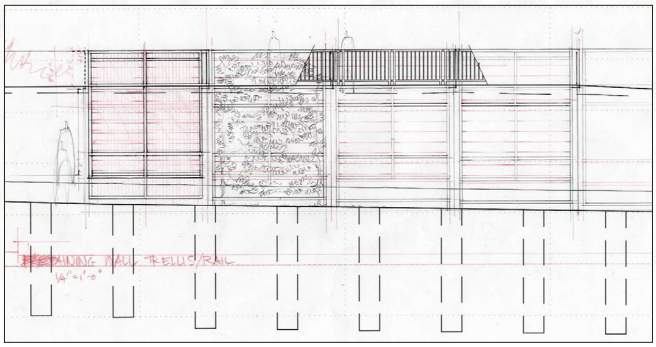
FIGURE 3.3.14

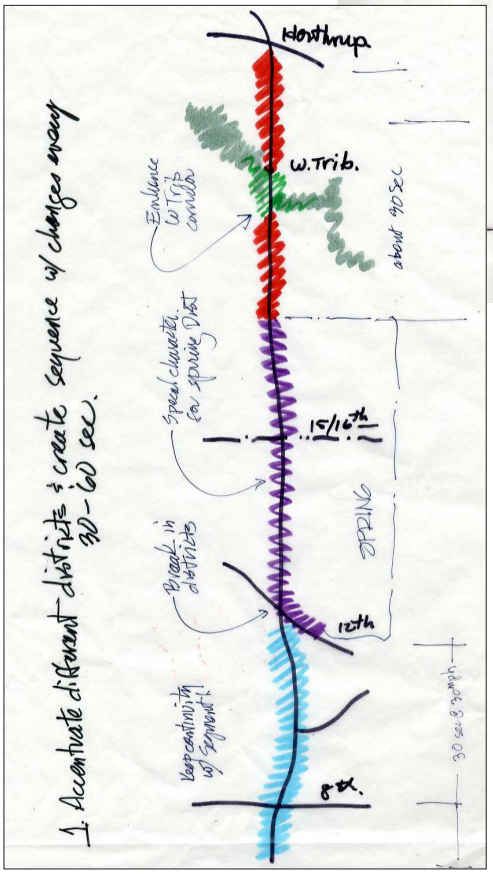
120th Avenue NE – Stages 2 & 3 *Character Application Process*

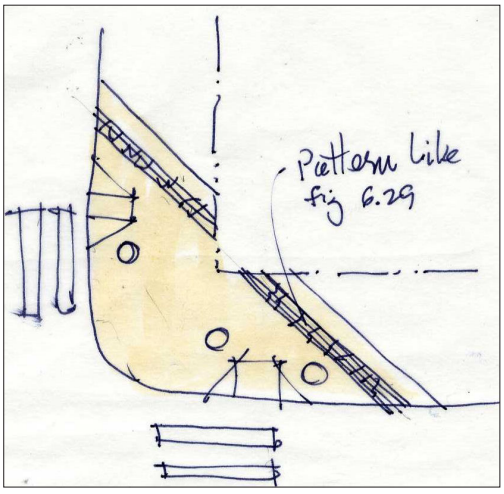


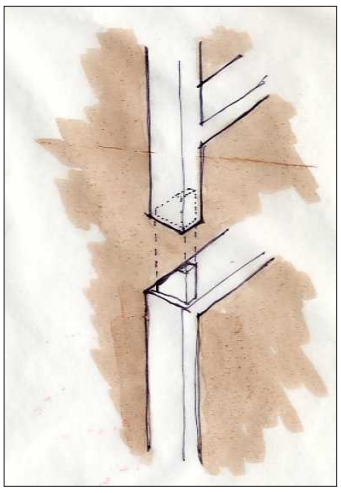












3

3

G 120TH AVENUE NE — STAGE 3 (CIP NO. PW-R-168)

NE 12TH STREET TO NE SPRING BOULEVARD

- Highlight creek crossing (location identified by star below). Use color and texture in the sidewalk to express riparian ecology at the sidewalk level
- Accommodate pedestrians and bicyclists in separate sidewalk zones
- Use landscaping per BelRed Landscape Standards LUC 20.25D.110
- Follow BelRed design recommendations for art, street furnishings and wayfinding
- 120th and Spring Blvd utilized as a gateway to lightrail station
- Substantial pedestrian and bike friendly lighting, pathways, seating and bicycle parking for easy access to lightrail and transit hub

FIGURE 3.3.15

3

G 124TH AVENUE NE (CIP NO. PW-R-169)

NE 12TH STREET TO NE 14TH STREET

- Provide major gateway element (see Section 7) where traffic enters BelRed from Highway 520
- Highlight creek crossing (locaton identified by star below). Use color and texture in the sidewalk to express riparian ecology at the sidewalk level
- Anticipate heavy pedestrian traffic due to future light rail stop
- Provide for future bike and pedestrian trail crossings
- Provide distinctive built or vegetative gateways into the riparian corridor east of 124th Avenue NE (locations identified below).
- Ensure that pedestrian design solutions will be workable within interim industrial context
- Consider noise abatement strategies in the design of pedestrian amenities to mitigate heavy truck traffic
- Ensure easy access between trails, sidewalks, and light rail station
- Establish and maintain a consistent street tree theme along the length of 124th Avenue NE. Provide transition in the shrub and groundcover plantings south of BelRed Road

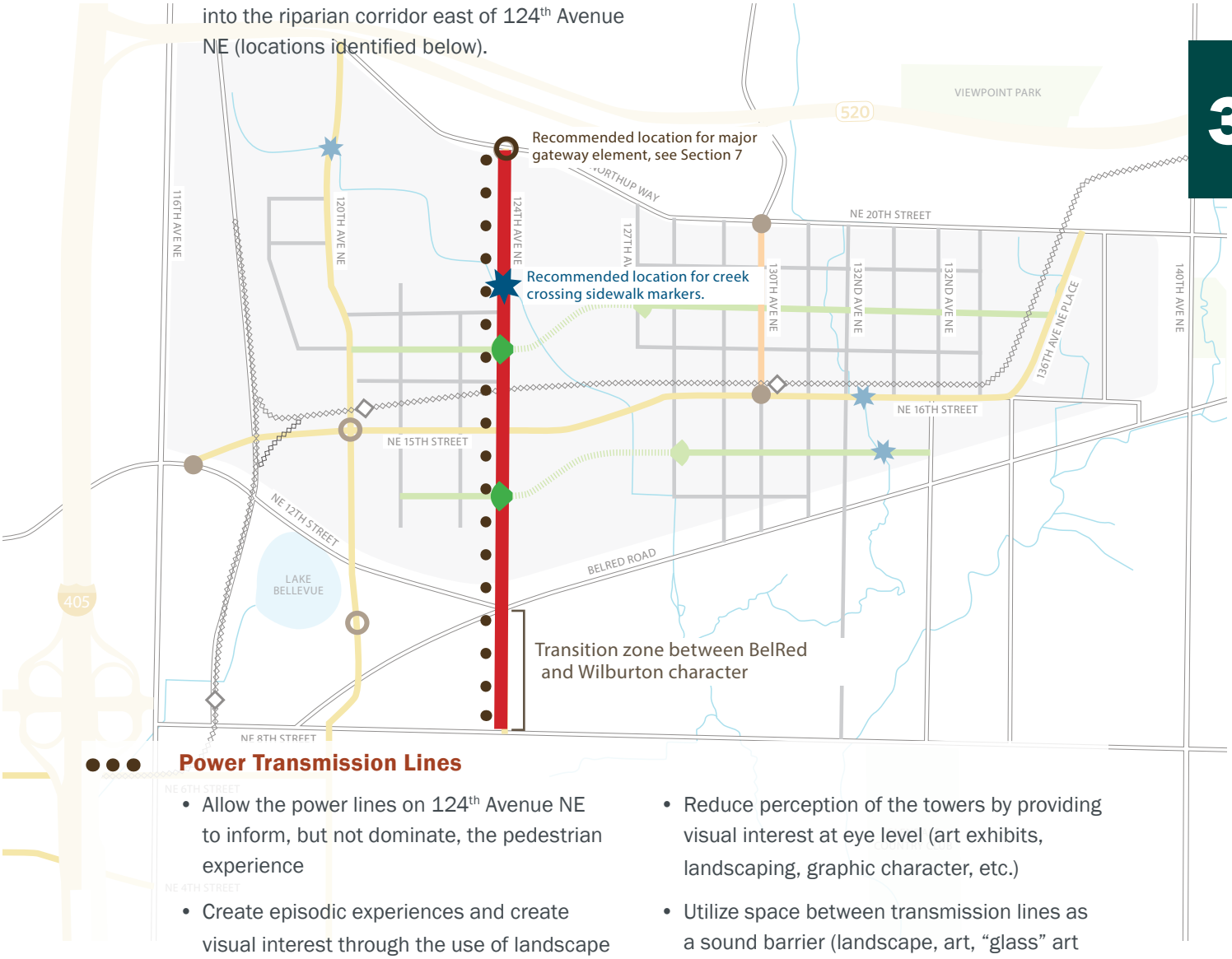


FIGURE 3.3.18

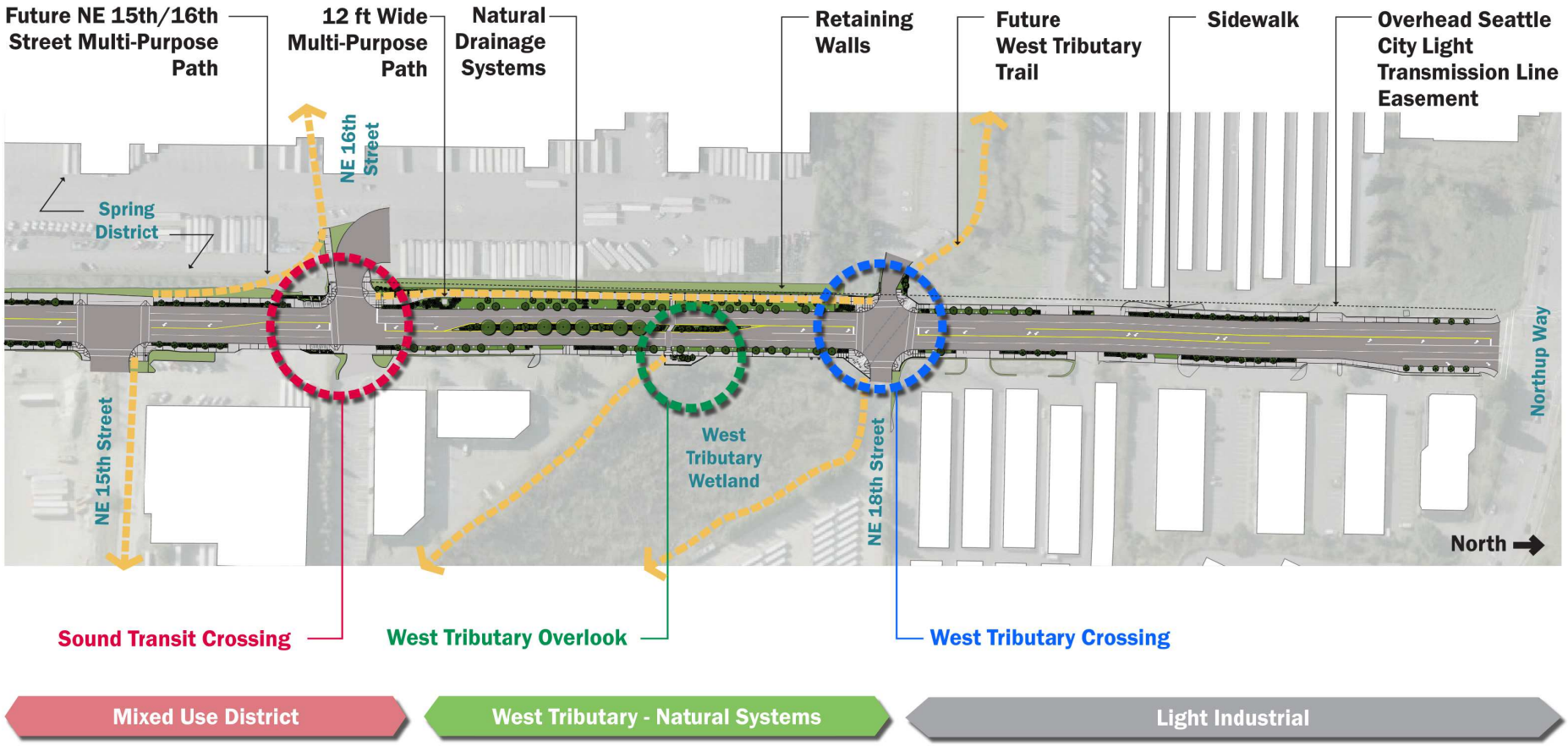
Power Transmission Lines

- Allow the power lines on 124th Avenue NE to inform, but not dominate, the pedestrian experience
- Create episodic experiences and create visual interest through the use of landscape textures to establish a human scale in the pedestrian realm
- Reduce perception of the towers by providing visual interest at eye level (art exhibits, landscaping, graphic character, etc.)
- Utilize space between transmission lines as a sound barrier (landscape, art, “glass” art elements, etc.)
- Ensure open sightliness across streetscape for safety

124th Avenue Corridor Improvements Urban Design

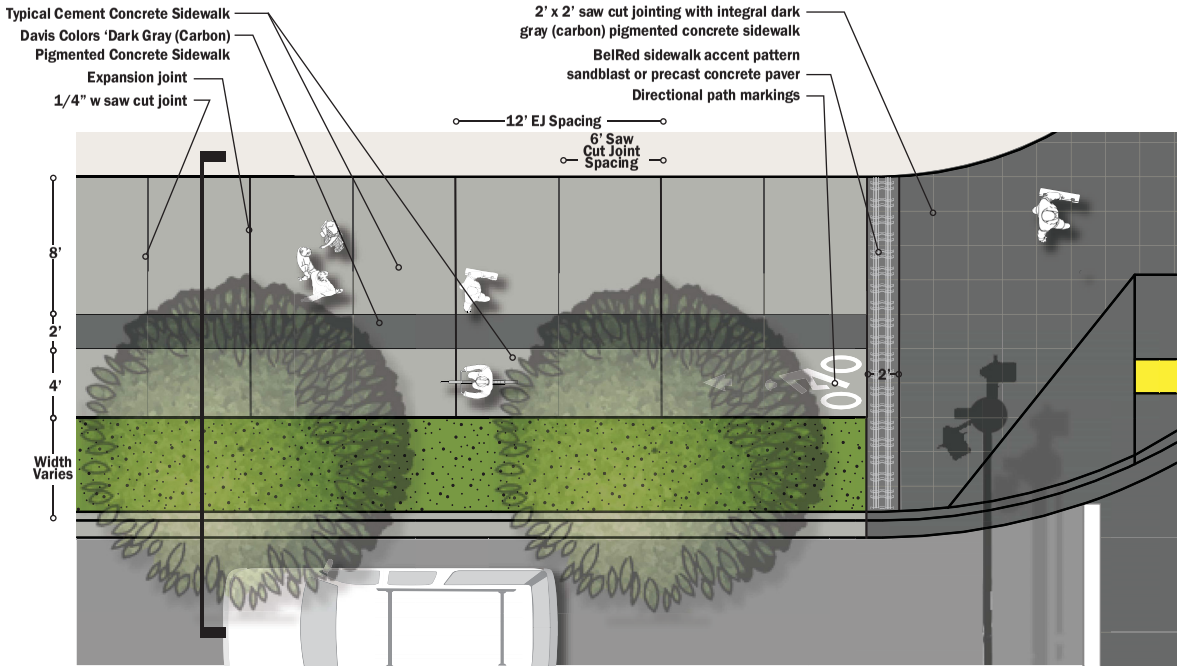
NE 15th Street - Northup Way

Urban Design Elements: Areas of Distinction and Elements of Continuity

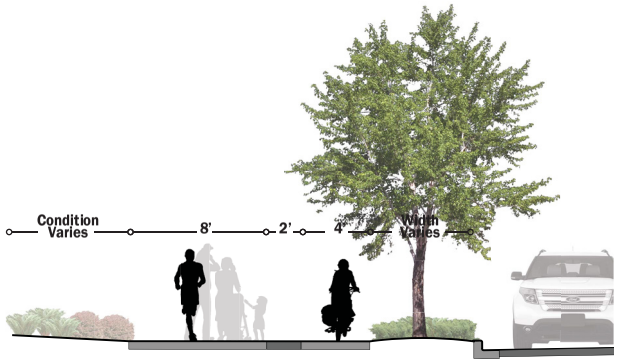


BelRed Corridor Standards

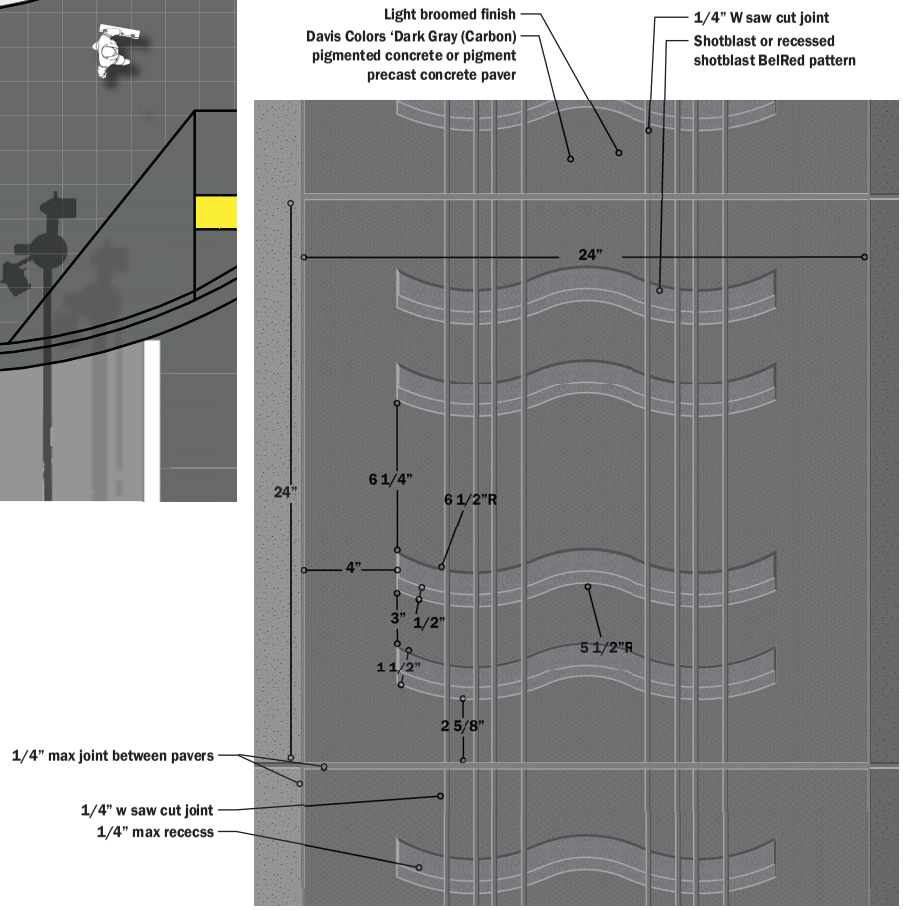
Typical Non-Motorized Paving and Scoring Standards



Typical Full Width Concrete Multi-Purpose Path



Typical Full Width Concrete Multi-Purpose Path Section

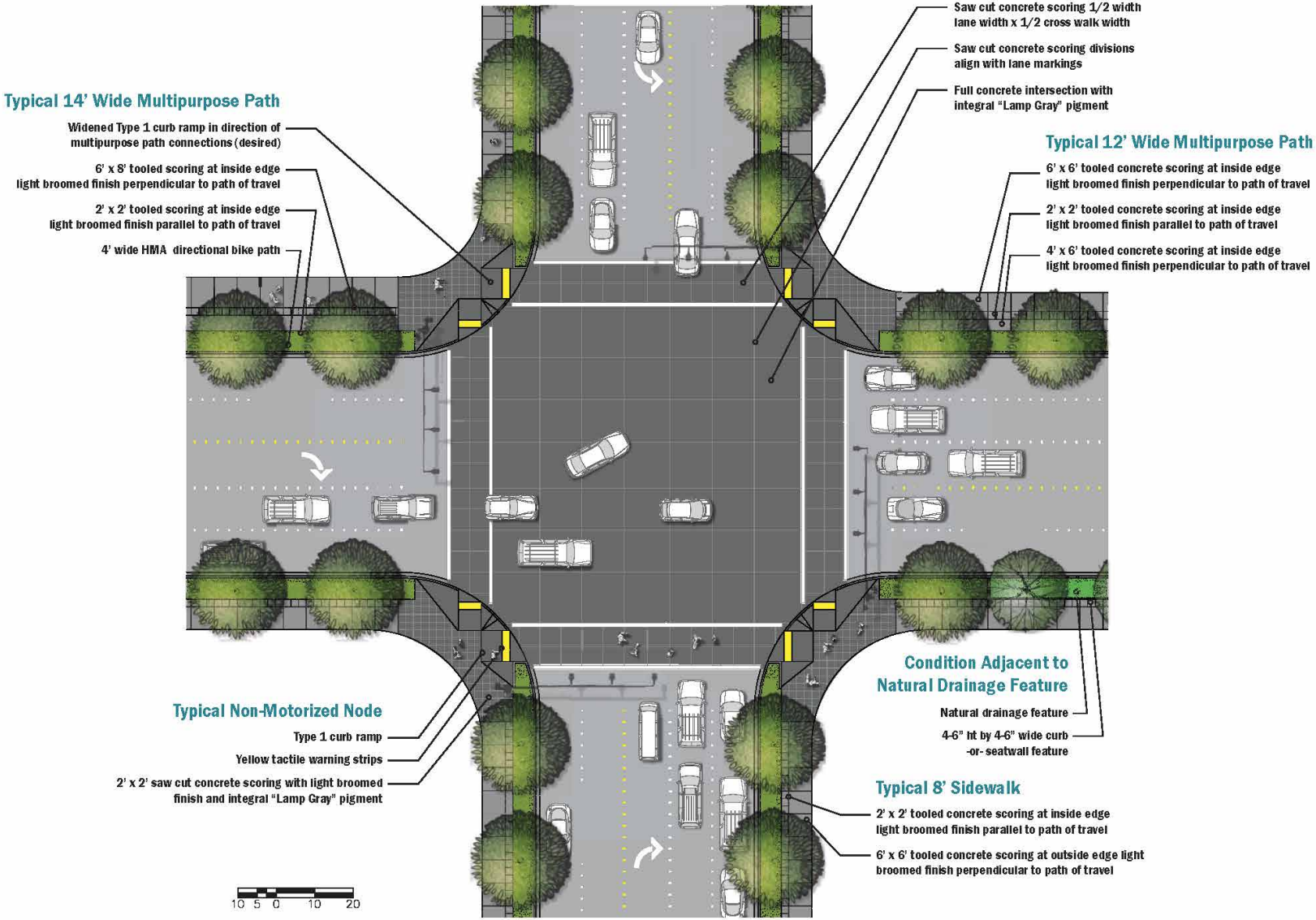


Typical BelRed Sidewalk Accent Pattern

Revised 12-16-2013

BelRed Corridor Standards

Typical Arterial Intersection Paving and Scoring Standards



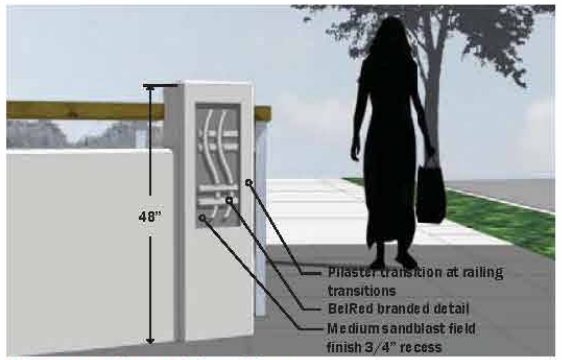
Revised 12-16-2013

124th Avenue Corridor Improvements Urban Design

Interim Segment

Elements of Continuity: Miscellaneous Details

Natural Drainage Feature Edge Condition



Concrete Pilaster Transition

Glulam Wood Bench

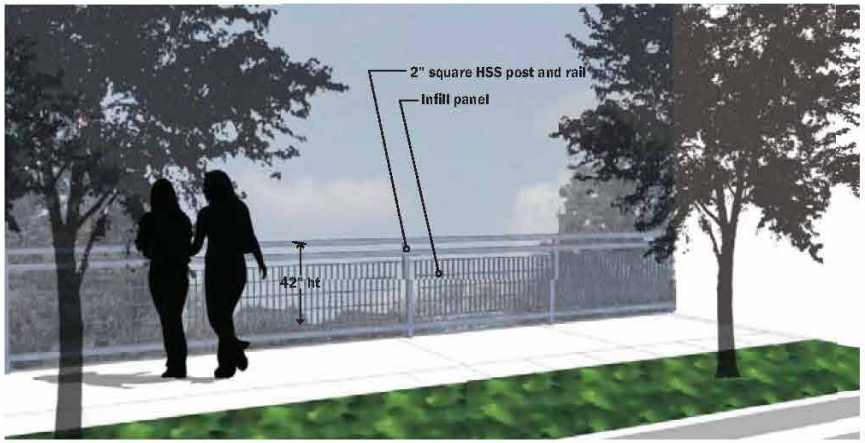
Directional Wayfinding

Revised 12-16-2013

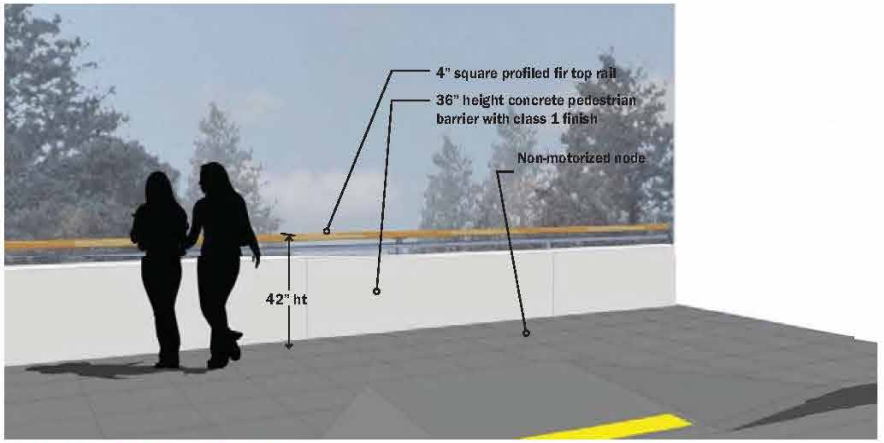
124th Avenue Corridor Improvements Urban Design

NE 15th Street - Northup Way

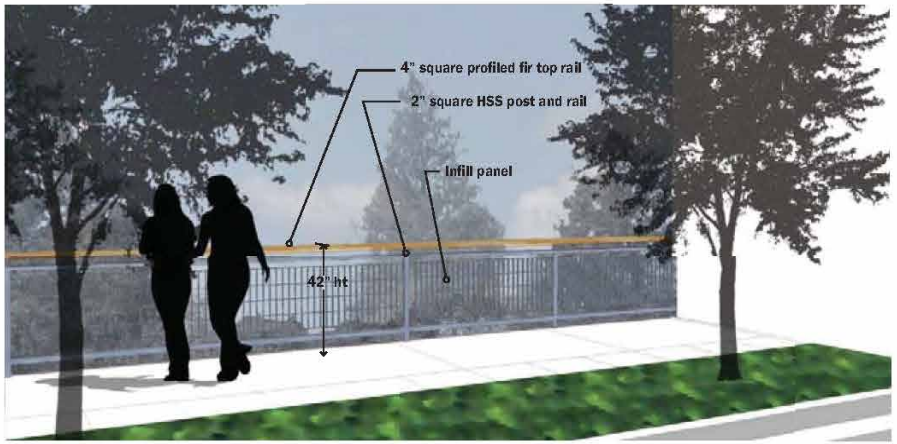
Elements of Continuity: **Pedestrian Railings**



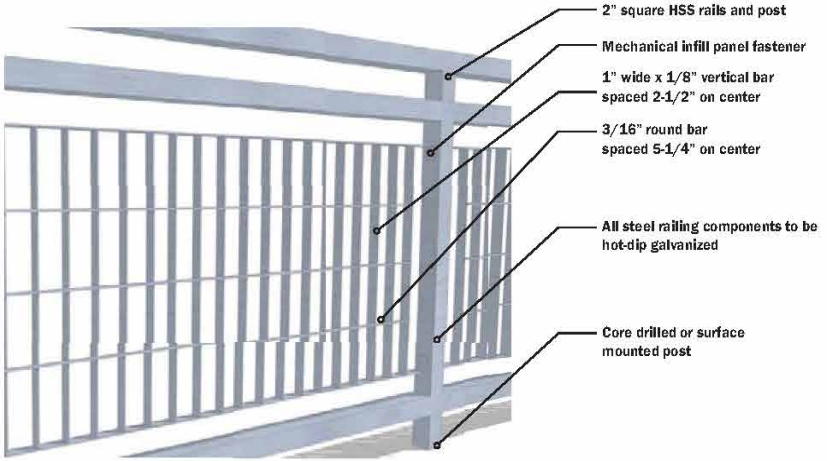
Pedestrian Railing - Type 1



Pedestrian Railing - Type 3



Pedestrian Railing - Type 2



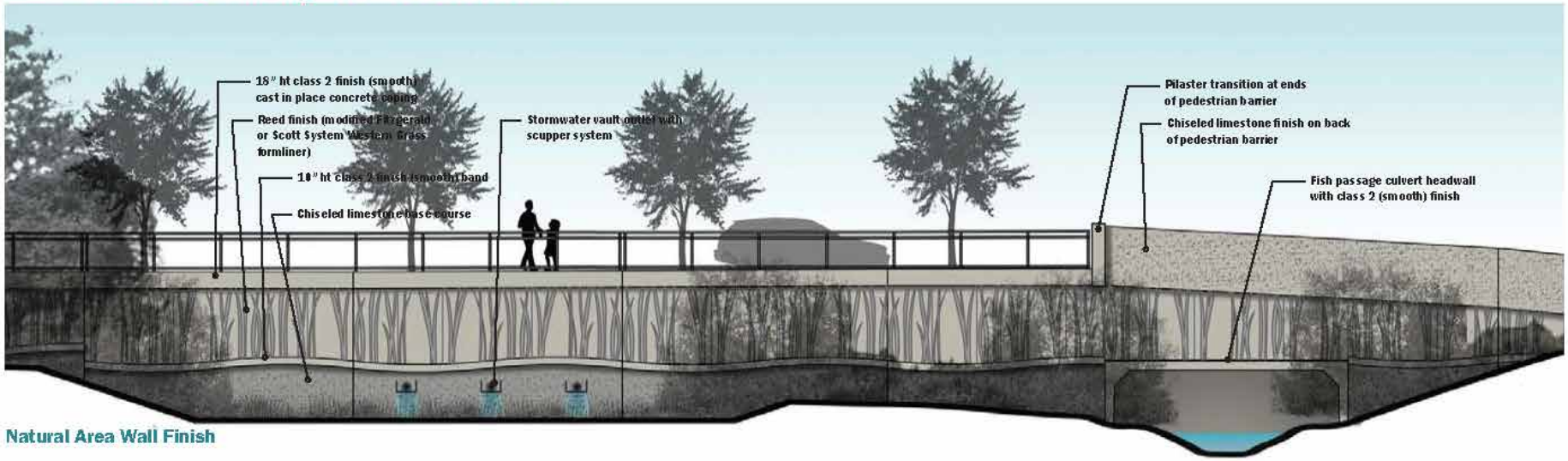
Pedestrian Railing - With Infill Panel

Revised 12-16-2013

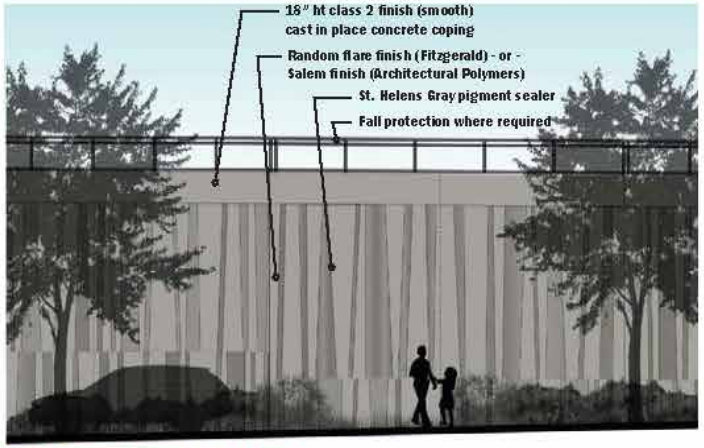
124th Avenue Corridor Improvements Urban Design

Interim Segment

Elements of Continuity: **Wall Finishes**



Natural Area Wall Finish



Built Environment Wall Finish

Random Flare

- or -

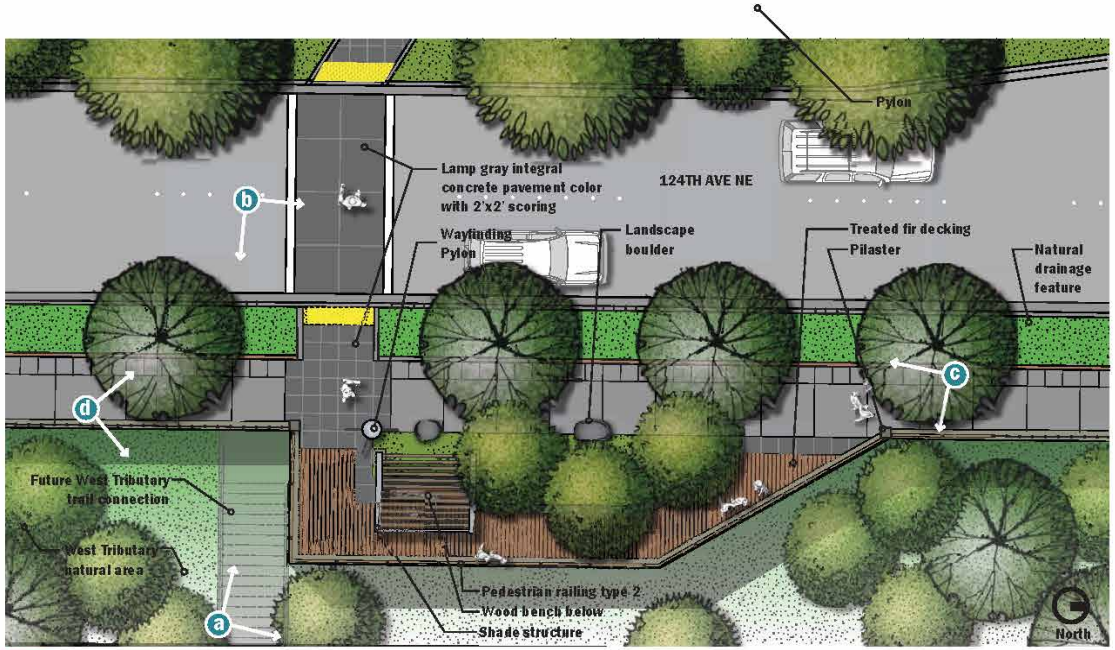
Salem

Revised 12-16-2013

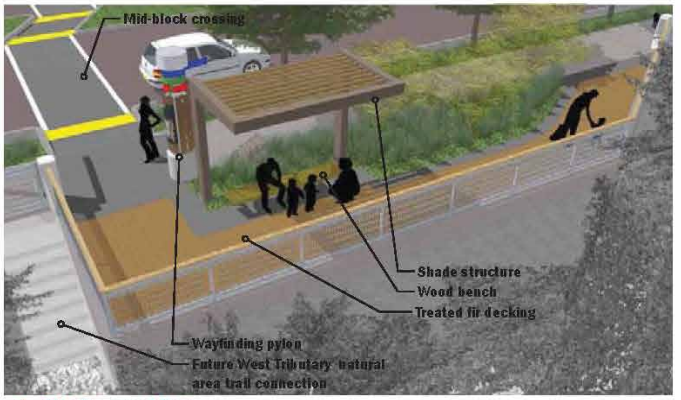
124th Avenue Corridor Improvements Urban Design

Interim Segment

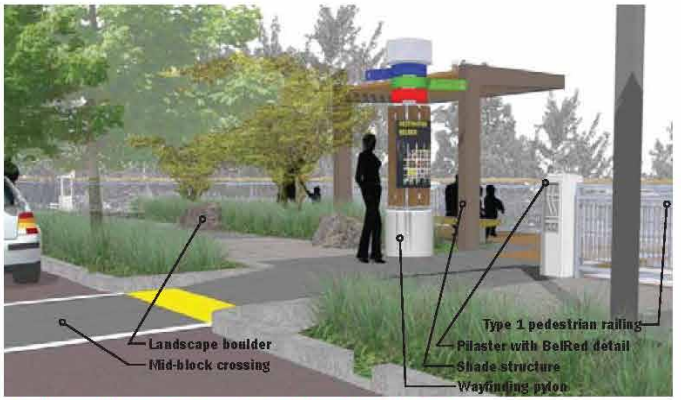
Area of Distinction: West Tributary Overlook



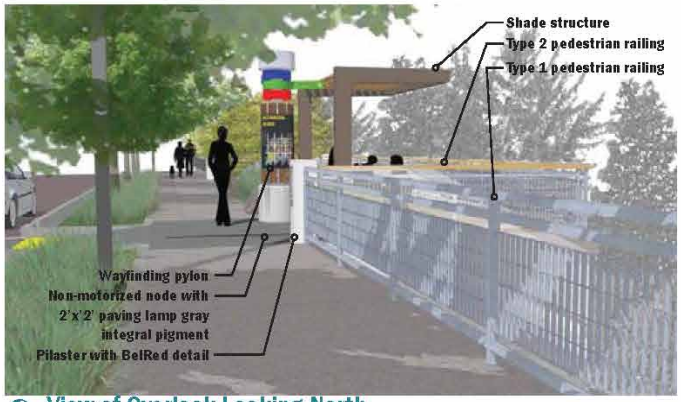
Plan



a Bird's-eye View



b View Along Sidewalk Looking Northeast



d View of Overlook Looking North

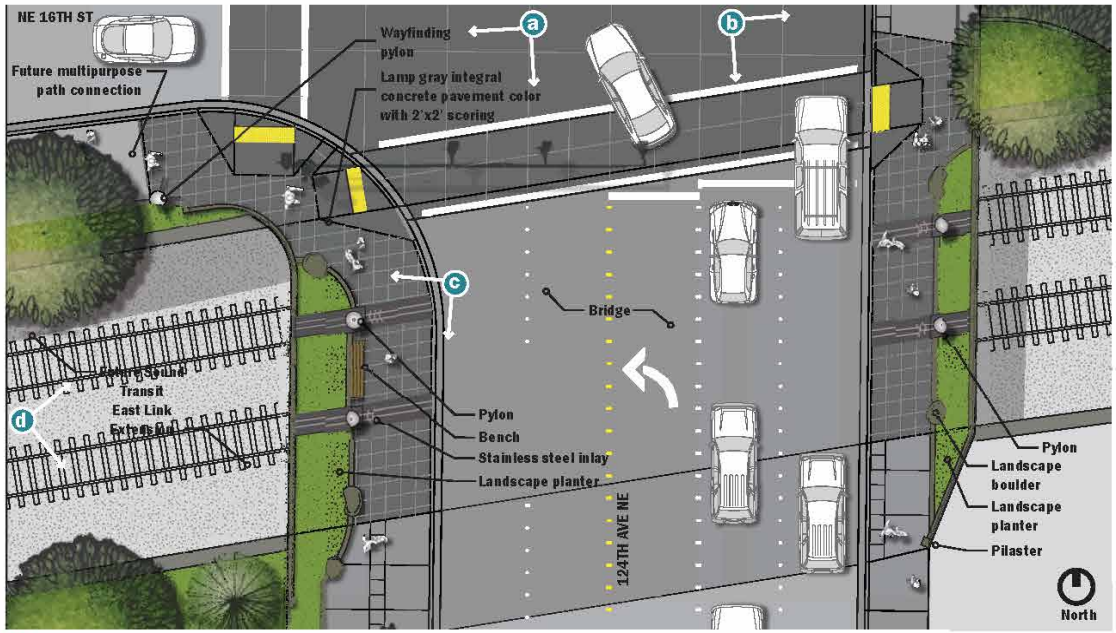
c View of Overlook Looking Southeast

Revised 12-16-2013

124th Avenue Corridor Improvements Urban Design

Interim Segment

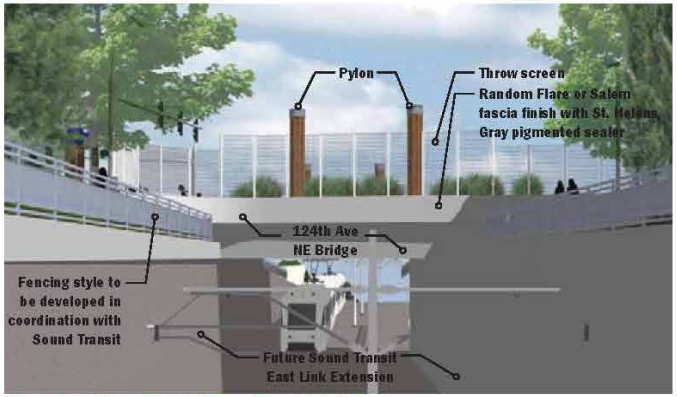
Area of Distinction: **Sound Transit Crossing**



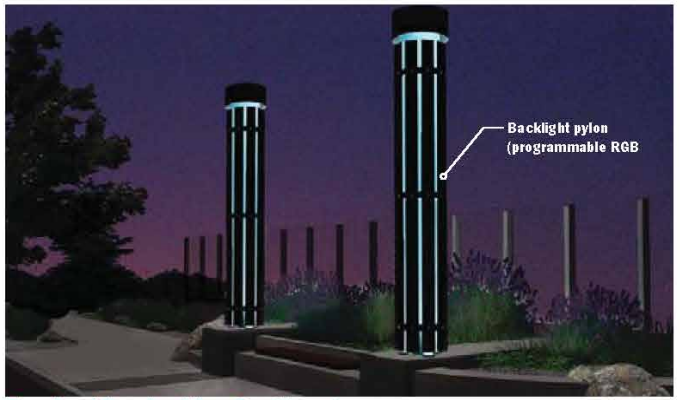
Plan

View Looking West From Across 124th Avenue NE

View Looking East From Across 124th Avenue NE



View Looking East From East Link Cut



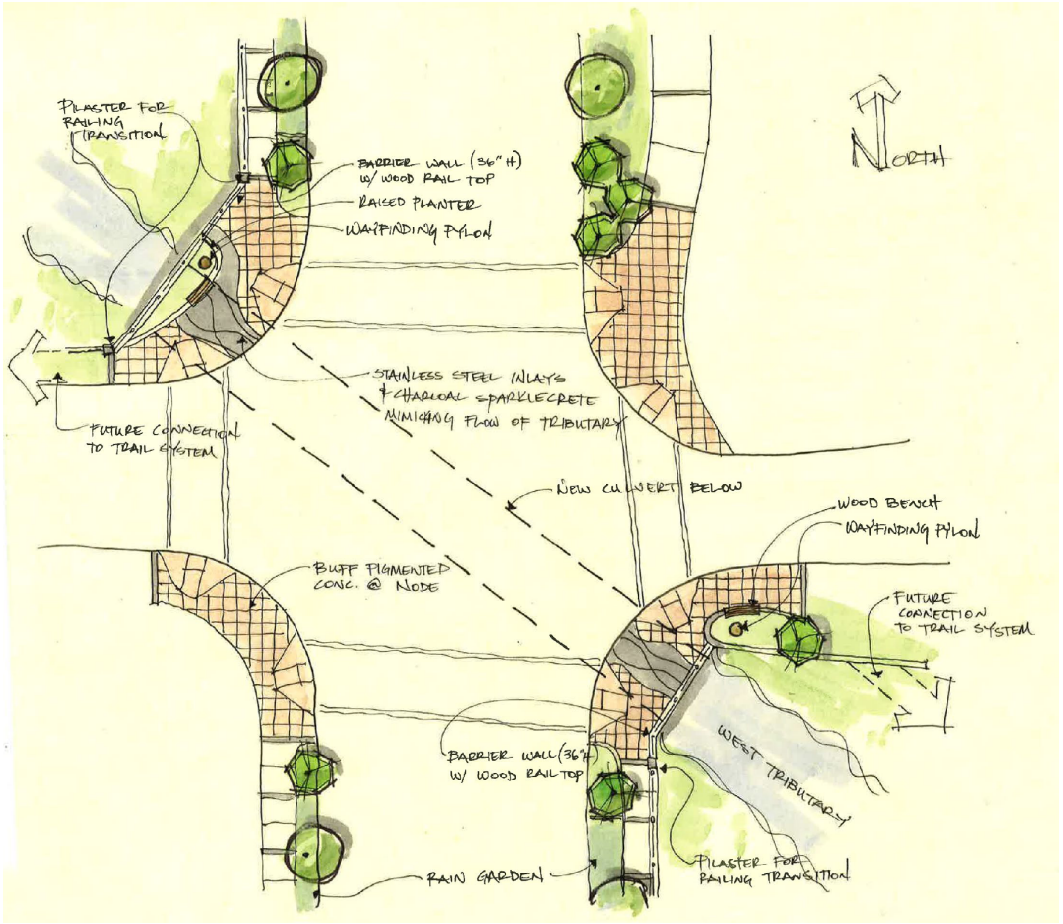
Evening View Looking Southwest

Revised 12-16-2013

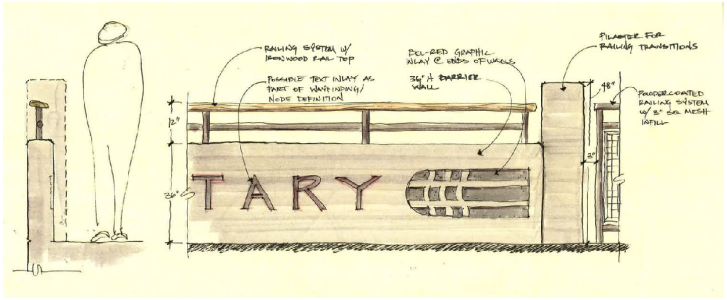
124th Avenue Corridor Improvements Urban Design

NE 15th Street - Northup Way

West Tributary Crossing Concept



West Tributary Crossing — Barrier



West Tributary Crossing...

add sketchup image

G NE SPRING BOULEVARD— SEGMENTS 1, 2, & 4 (CIP NO. PW-R-172, 173)

- Highlight creek crossing (location identified by star below). Use color and texture in the sidewalk to express riparian ecology at the sidewalk level
- Provide minor gateway element where NE Spring Boulevard meets NE 12th Street
- Accommodate pedestrians and bicyclists in separate sidewalk zones
- Establish a street tree theme. Do not carry theme tree through riparian corridors.
- Follow BelRed design recommendations for art, street furnishings and wayfinding except where superseded by Sound Transit standards in station areas
- Coordinate with Sound Transit to reduce the apparent scale of retaining walls, abutments, and guideway structures by applying BelRed graphics and planting with climbing vines and foreground landscape where possible

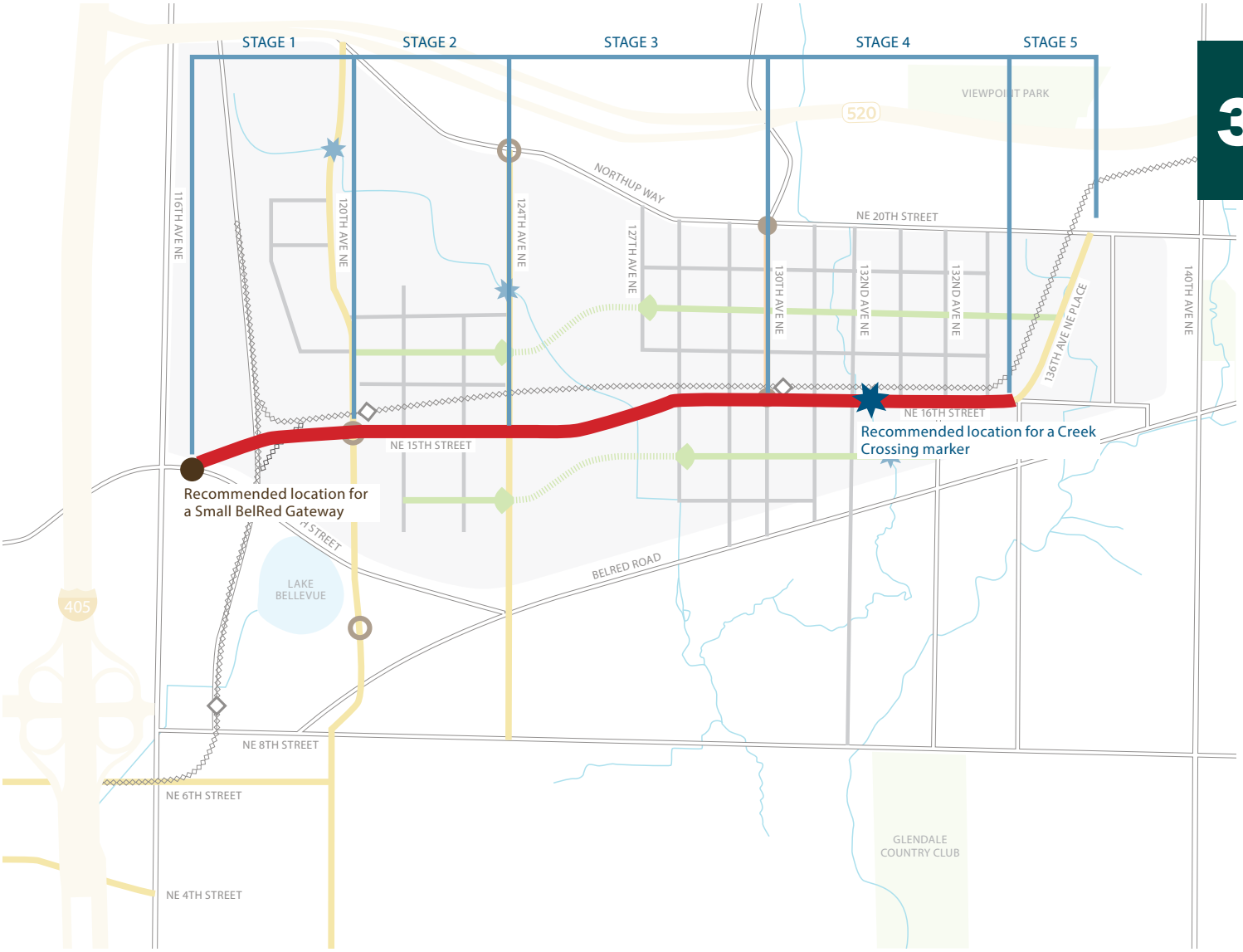
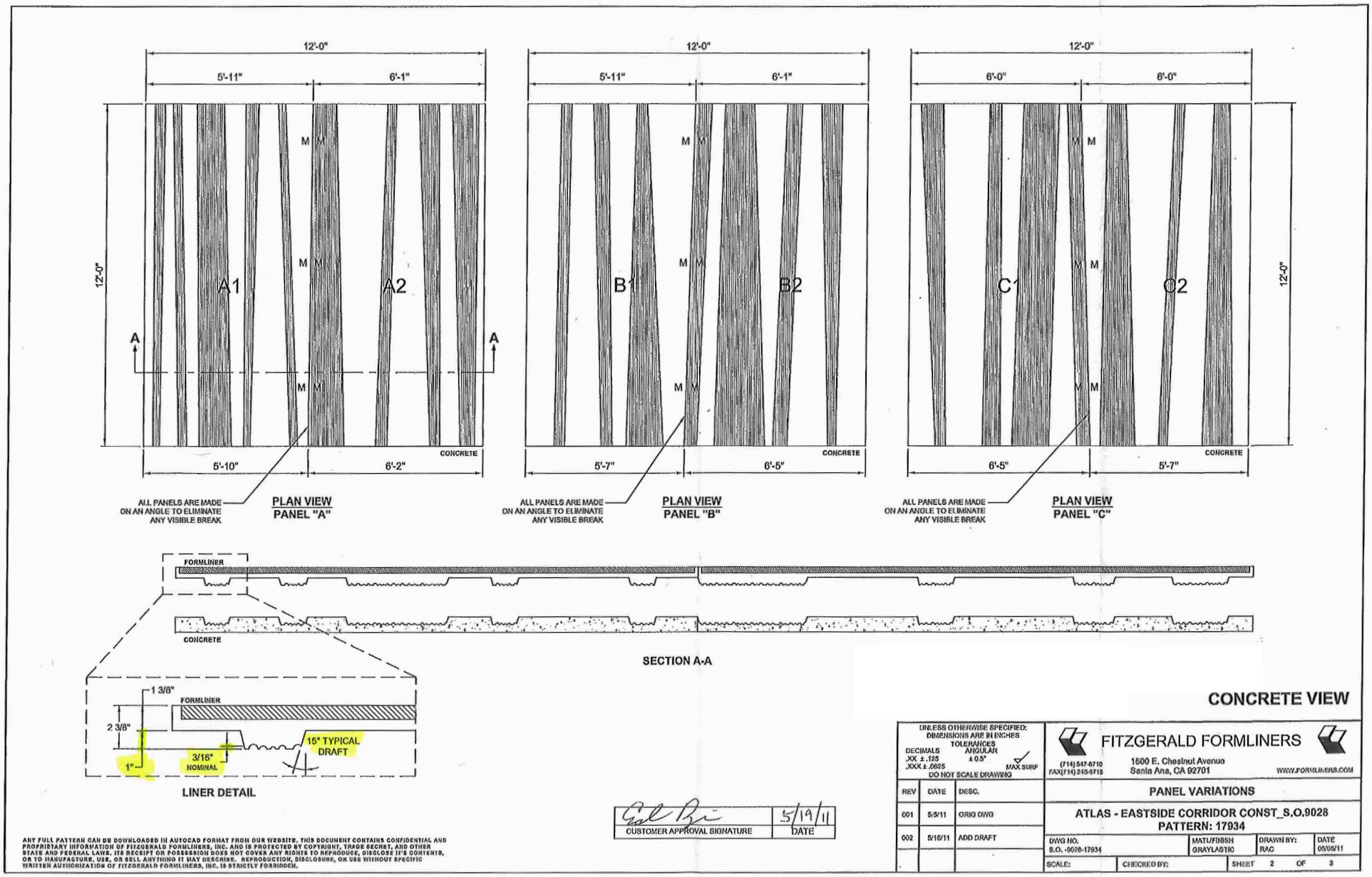


FIGURE 3.3.19



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G 130TH AVENUE NE (CIP NO. PW-R-170)

BEL-RED ROAD TO NE 20TH STREET

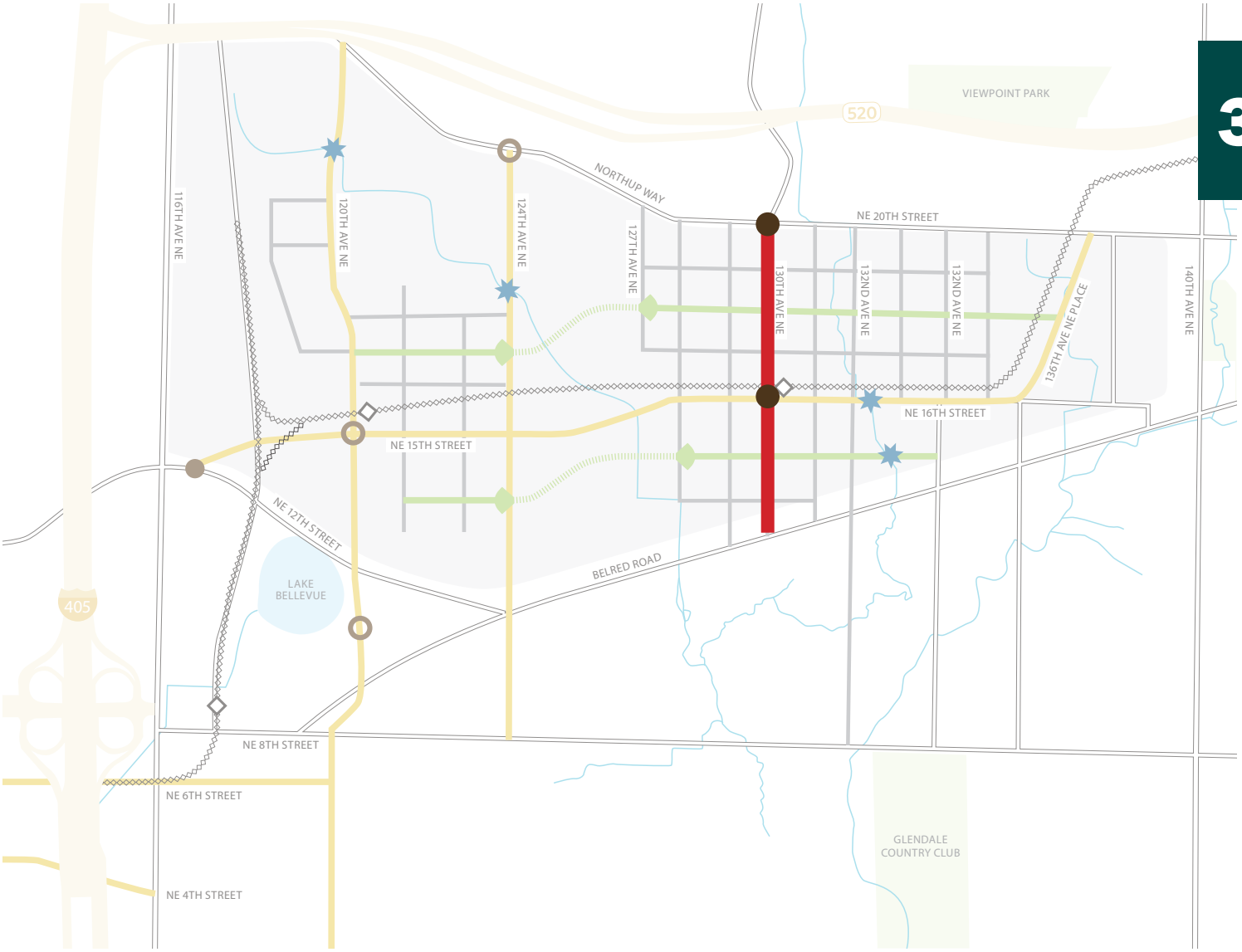

FIGURE 3.3.20

3

Draft Urban Design Memo

NE Spring Boulevard Project

3

November 14th, 2014

City of Bellevue
110th Avenue NE
Bellevue, WA 98009
Prepared by:

HDR Engineering, Inc.
500 108th Avenue NE
Suite 1200
Bellevue, WA 98004

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3

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Introduction

The purpose of this memorandum is to document the design direction of urban design and landscape elements and features along City of Bellevue's Spring Boulevard between NE 12th Street/116th Ave NE and 124th Ave NE. This memo covers the 60% design phase noting proposed Urban Design and Landscape improvements of both project zones.

Project Overview

The City of Bellevue Spring Boulevard corridor project will build out a four lane boulevard between the existing intersection at NE 12th Street and the planned 124th Ave NE. Urban design and landscape elements along the corridor play less to traditional roadway landscape planter strip widths and features, rather focus on increasing the 'green over gray' and defining green redevelopment identity desired of the future BelRed neighborhood. Goals of the corridor include: establishing a large treed canopy overhead, maximizing pedestrian connections and usability, and implementing sustainable features such as onsite stormwater management and LED lighting. Much of what is proposed in the following summary of corridor elements is built from the BelRed Corridor Plan Streetscape Character, Guidelines and Standards and applicable codes and standards.

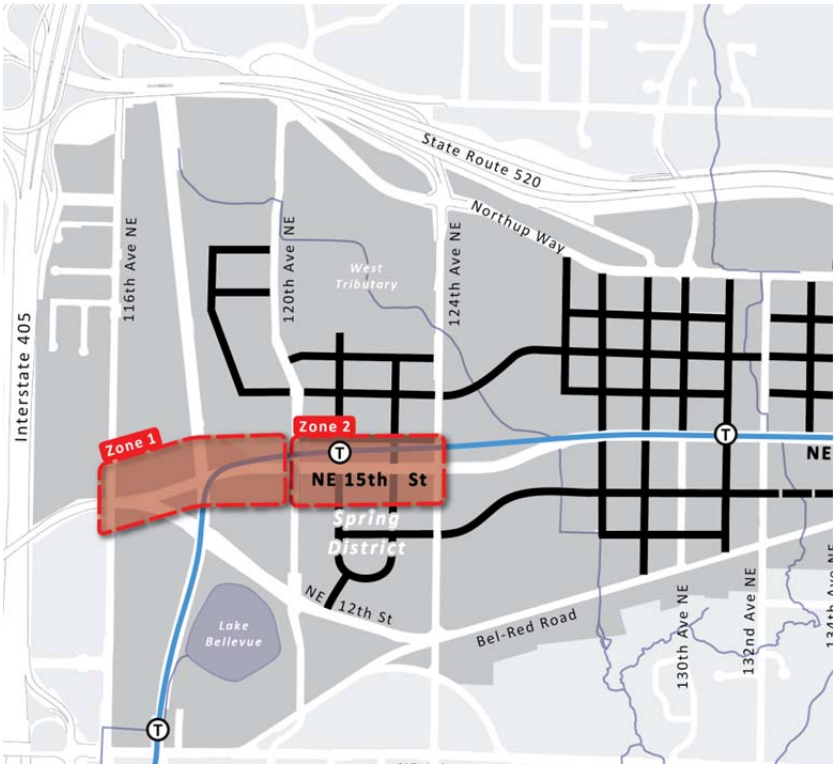


Figure 1 – Overview of Project Area

Elements of Continuity

Elements of continuity on a BelRed corridor scale begin to stitch the district together providing a clear identity and neighborhood brand. Branding is to be accomplished though the use of similar colors, patterns, detailing, furnishings and plant palettes. The following elements, commonly found within the public right of way, look to reinforce the BelRed brand.

Sidewalk and Path Paving

Sidewalk and path paving details for Spring Boulevard will match BelRed standards for arterials. The northern side of Spring Boulevard within zone 1 will be flanked by a 14' wide multi-purpose paths will carry a similar style with an accent pigmented concrete band (Davis Colors Dark Gray – Carbon) providing visual separation between pedestrians and cyclists. On both bridges this will result in two separate pours for the multi-purpose path. Directional bike markings will be applied to the concrete to further define preferred cyclist direction and desired area of use.

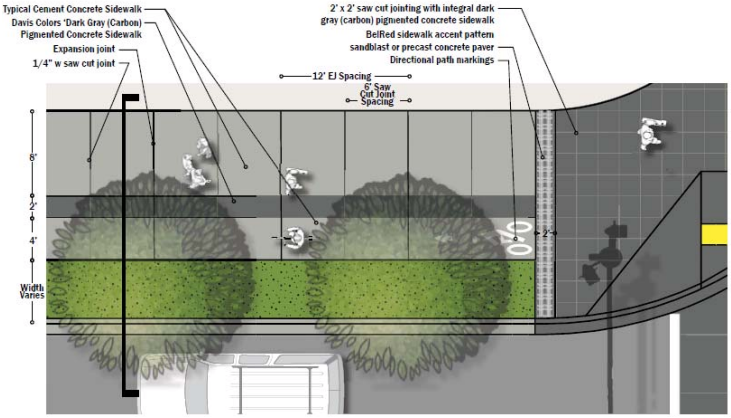


Figure 2 – Typical Multi-purpose Path or 14' Wide Sidewalk

Similarly, zone two will be flanked by 14' sidewalks on the north and south sides to provide sufficient space for higher anticipated pedestrian loads and storefront or restaurant exterior dining.

All sidewalk scoring will be achieved using saw cut joints for clean and crisp lines in keeping with the BelRed aesthetic.

Near arterial intersections or other non-motorized nodes, a specialty concrete sidewalk array within the sidewalk will be utilized to distinguish standard sidewalk scoring from two foot square sidewalk scoring near intersections. The array will include a sandblasted pattern in a field of pigmented concrete sidewalk matching the Davis Color Dark Gray (Carbon). The pattern will be sandblasted to medium to heavy sandblast finish, removing much of the cement mortar from the surface. Mimicking the intersecting lines of the BelRed branded patterns, four saw cut joints perpendicular to the sidewalk path of travel will be utilized.

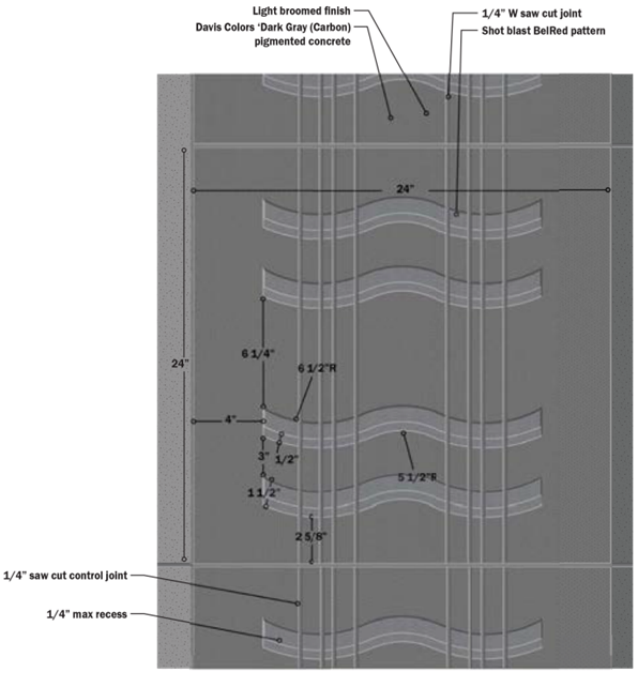


Figure 3 – BelRed Specialty Sidewalk Pattern Array

Intersections

Typical arterial intersections on Spring Boulevard which are fully signalized will receive full concrete intersections with integral lamp gray (Davis Color Dark Gray – Carbon) color additive. Full concrete intersections for this project include, Spring Blvd and 120th Ave NE and Spring Blvd and 124th Ave NE. Standard arterial intersection crosswalks will contain only 5' x 5' or 5' x 6' saw cut joints.

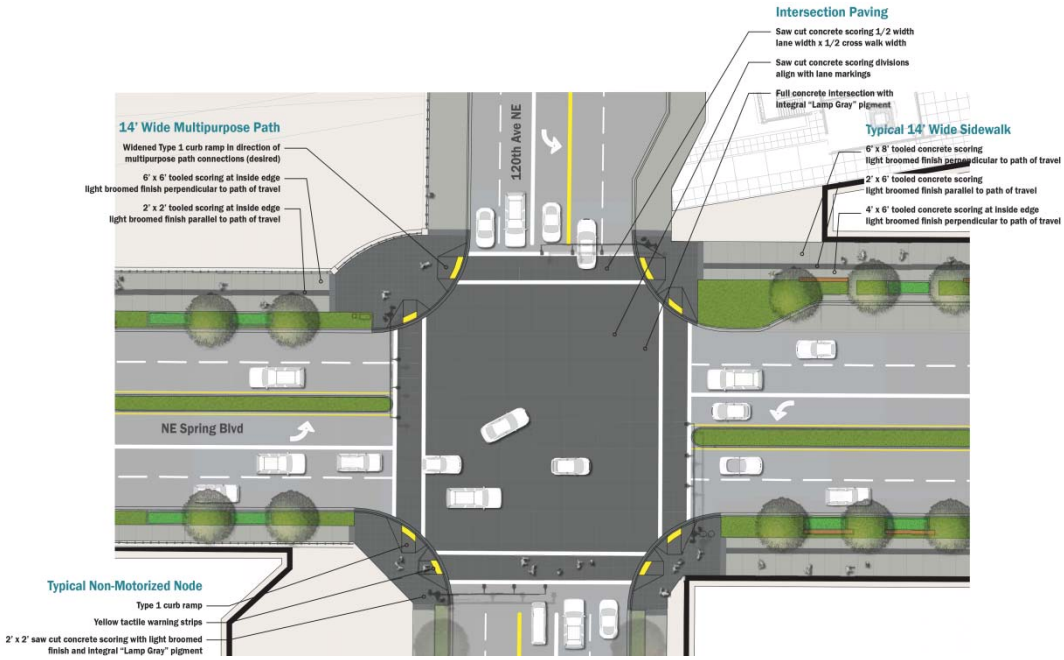


Figure 4 – Arterial Intersections

In addition significant pedestrian nodes that cross Spring Blvd such as the pedestrian scramble at 121st Ave NE will include full concrete intersections.

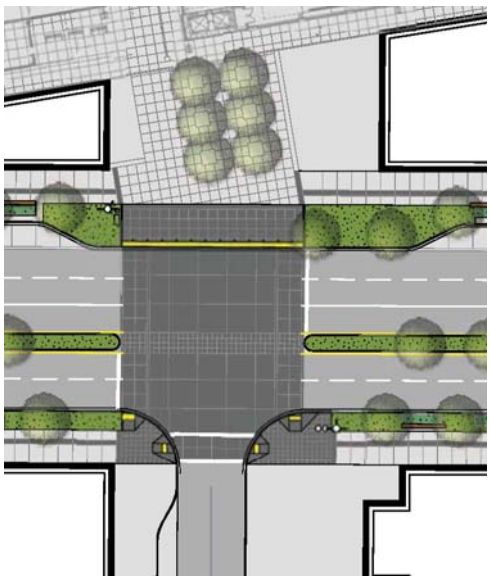


Figure 5 – 121st Ave NE Scramble

Walls

Zone 1 of NE Spring Blvd is punctuated by two bridges which required significant elevated approaches leading up to the bridge. The elevated approached are retained by mechanically stabilized earth (MSE) or structural earth walls (SEW) walls all of which face away from the corridor towards Sound Transit facilities. As such, wall finishes and the composition of abutments will be further developed beyond the 60% design to closely match Sound Transit's Eastlink corridor wall treatments through BelRed and adjoining neighborhoods.

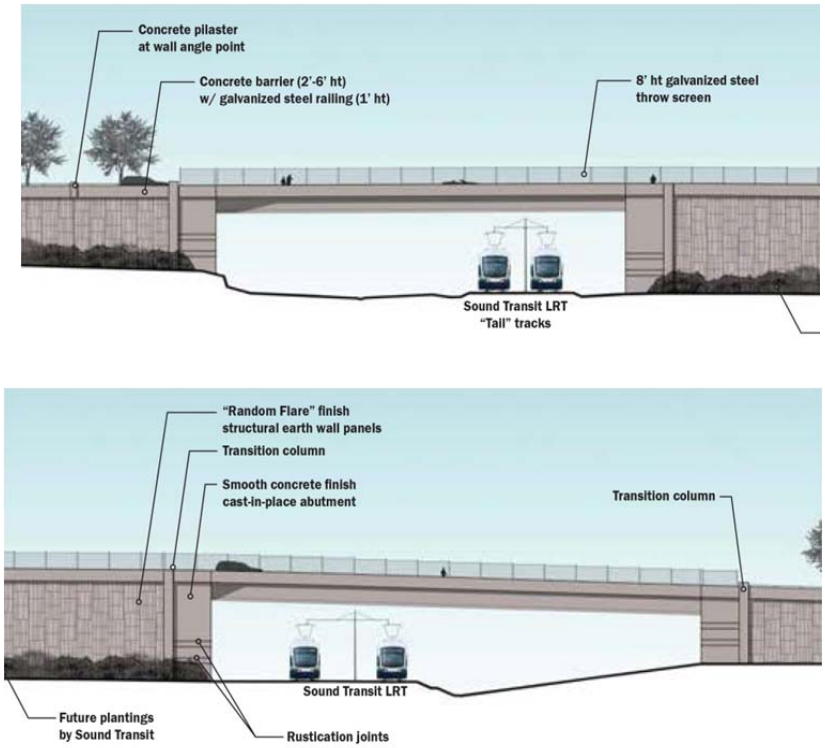


Figure 6 – Spring Boulevard Bridge elevations seen from the south

Barrier Transitions

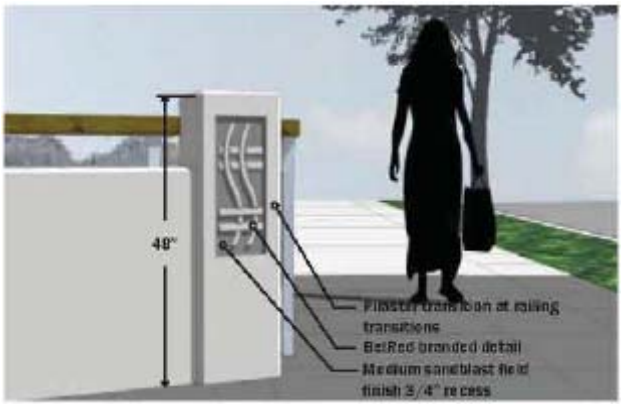


Figure 7 – Concrete Pilaster

Where bridge pedestrian barriers terminate or pedestrian railings begin or end, concrete pilaster with a BelRed branded recessed detail are utilized to transition between barrier or railing types.

Railings & Throw Protection

Railing design selected for the 124th corridor look to blend the natural, industrial and modern aesthetics. Open grating rotated in a vertical orientation will occupy the field of the railings. Openings of the grating will allow for a transparent feel, while being rigid enough not to warp under the pressure of a foot or knee. All surfaces will be steel with durable hot dipped galvanized finish.

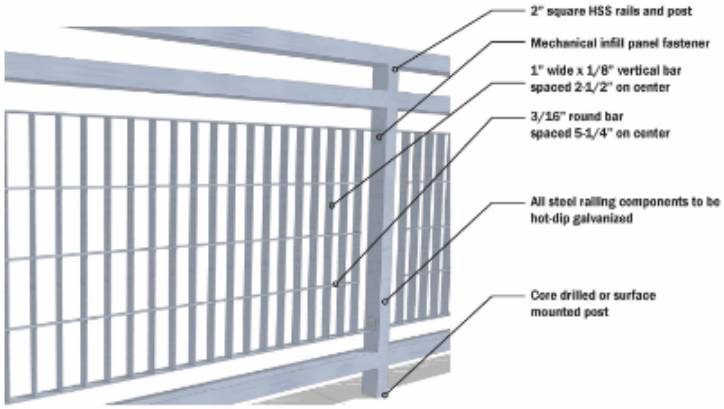


Figure 8 – Typical Pedestrian Railing or Throw Fence Components

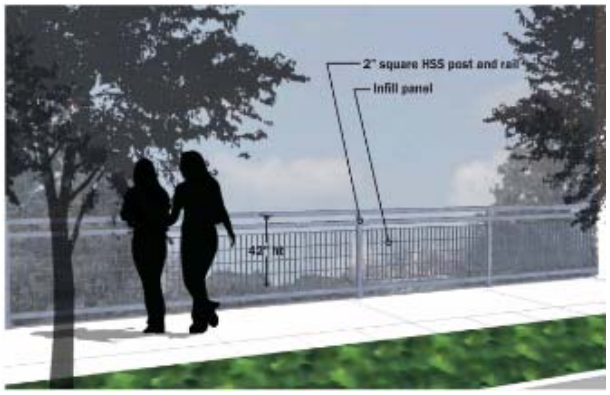


Figure 9 – Typical Pedestrian Railing

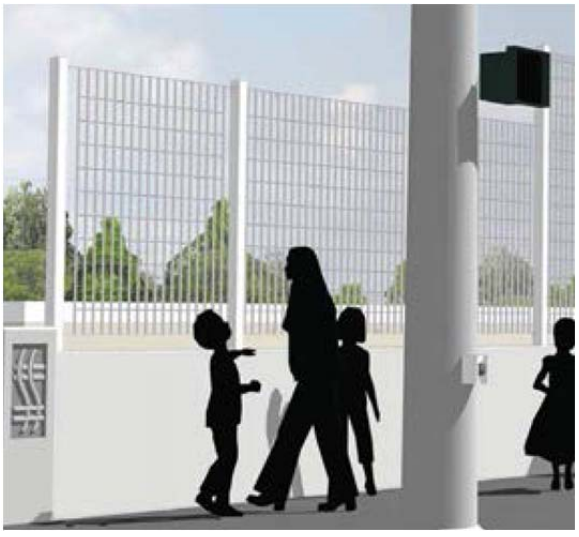


Figure 10 – Throw Fence

Near Sound Transit track facilities, a throw fence surface mounted to the top of concrete pedestrian barrier has been provided to meet Sound Transit throw protection requirements, notably a 10' vertical barrier between pedestrians and trackwork. Throw fence along the bridge is composed of the same style grating panel used for pedestrian railing system. Grating will be oriented in a matter that horizontal features will not aid in climb ability of the fence.

Further coordination is required with adjacent projects to ensure continuity of throw protection styles.

Amenity Zones

Amenity zones along NE Spring Blvd must create both a rich user experience and broad vegetative landscape and canopy. Amenity zones primary function is to provide vegetative complexity both at the canopy level and at street level. In some cases portions of the area is carved out for basic features including stormwater bioretention cells, trash or recycling receptacles, bicycle racks or pedestrian access to on street parking.

Stormwater Management & Paving

Systems for stormwater management have been provided using natural drainage systems (NDS) to the extent feasible. Stormwater systems sited along zones one and two have a significant influence on the character of the amenity zone and been provided primarily to meet the stormwater quality functions. Stormwater is filtered through a 24" depth bioretention soil mix layer which also supports plant species which are adapted to frequent inundation. A maximum ponding depth of 6" of stormwater will be allowed to inundate the stormwater cell with 6" of additional freeboard provided. Irrigation of all cells will be provided to quickly establish the cells vegetative cover within the first year, at which time they will be fully operational. Irrigation to stormwater cells are serviced by valves independent from traditional planting areas allowing for these zones to be abandoned should they no longer be needed.

Figure 12 – Stormwater Bioretention Cells

Figure 11 – Permeable Pavers

Efforts to separate surface stormwater in non-motorized areas from vehicular areas through the use of permeable pavements and soil structure modules in an effort to minimize the quantity of stormwater cells required in both zones. Where feasible, areas of permeable concrete pavers have been utilized to manage non-motorized stormwater onsite per City of Bellevue municipal land use code Section 20.25d.150. allowing for both pedestrian access across amenity zones and water to infiltrate to the tree rootzones. Within amenity zones with paved areas accessing on-street parking, soil root modules are provided to protect the long term soil structure, and enhance water permeability and air access to root masses.

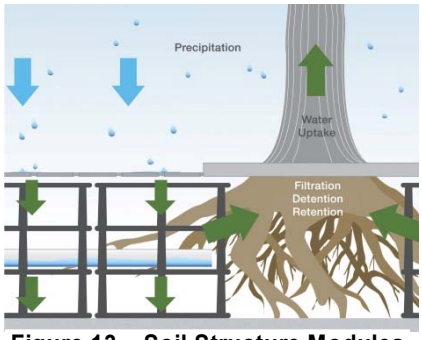


Figure 13 – Soil Structure Modules

Further coordination with utilities will occur post 60% design to incorporate utility crossings and/or utility trenches alongside the soil structure modules. Additional coordination during the 90% design phase will be provided outlining anticipated level of service required for these NDS features in support of city departmental roles and responsibilities to maintain effective stormwater treatment and visually pleasing features.

Seatwalls

A series of seatwalls with wood tops are provided throughout zone two bordering the edge of stormwater cells. Seatwalls look to increase the opportunity for informal areas of gathering and relaxation.

Figure 14 - Seatwalls

3

Bicycle Amenities

Figure 15 - Bicycle Rack

Bicycle racks have been provided at key north south pedestrian crossings to ensure secure parking for all modes. Finish for bicycle racks shall be uncoated stainless steel.

Trash and Recycling Receptacles

Trash and recycling receptacles have been provided at key north south pedestrian crossings to ensure limited refuse finds its way into amenity zone landscape or stormwater features. Trash and recycling receptacles have been selected in keeping with the BelRed Corridor Plan. Finish for trash receptacles shall be a dark bronze powdercoated steel.

Figure 16 - Trash and Recycling Receptacle

Bollards

Bollards, both removable and fixed, are provided to limit vehicular access to large non-motorized nodes. Bollards have been selected in keeping with the BelRed Corridor Plan. Finish for bollards shall be a dark bronze powdercoat over galvanized steel.

Figure 17 - Bollard

Wayfinding

Wayfinding was considered for required locations, however wayfinding detailing and design has not been provided on a standalone project basis. Community Planning and Development under a yet to be determined effort will develop a BelRed neighborhood wide wayfinding system in an effort to develop clear messaging and routing as development as private and public development occurs.

Areas of Distinction

Areas of distinction throughout the BelRed area will provide unique character and memorable places. Along NE Spring Blvd several nodes may aid in further developing the BelRed brand and sense of place through the use of signing, art, or non-motorized plaza's. Pending further development alongside Planning and Community Development staff, two nodes have been identified as opportunity areas to implement some sort of memorable features. Further refinement of these nodes with internal and external stakeholders will inform their function, layout and aesthetic character.

BelRed Neighborhood Entry Node

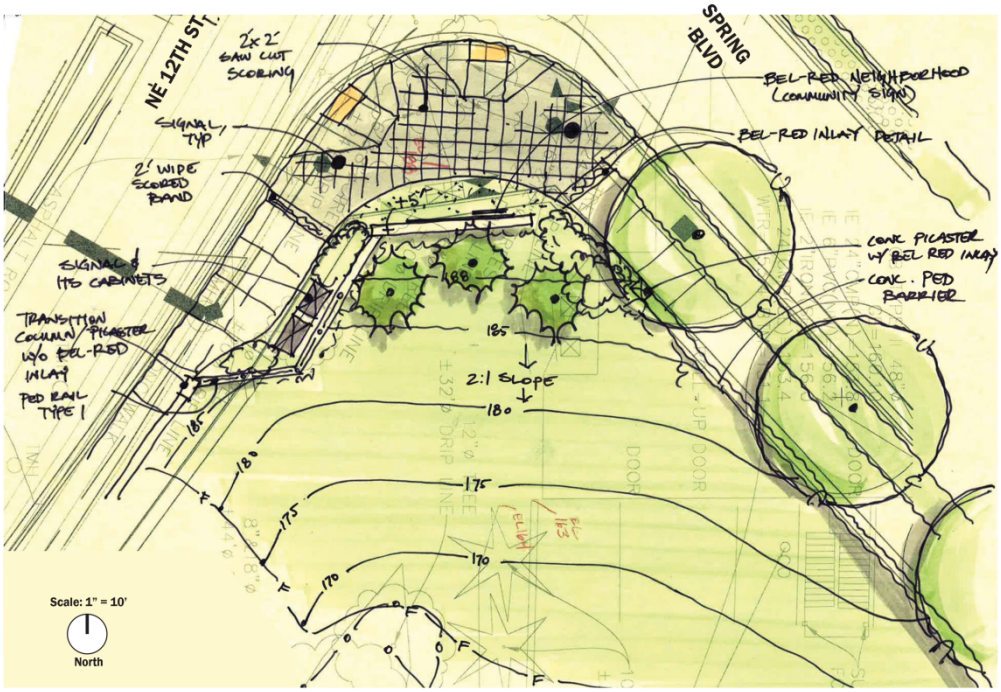


Figure 18 – BelRed Neighborhood Entry Node – Concept Plan

Figure 19 – BelRed Neighborhood Entry Node – Concept Visual

NE Spring Blvd & 120th Ave NE Non-Motorized Node

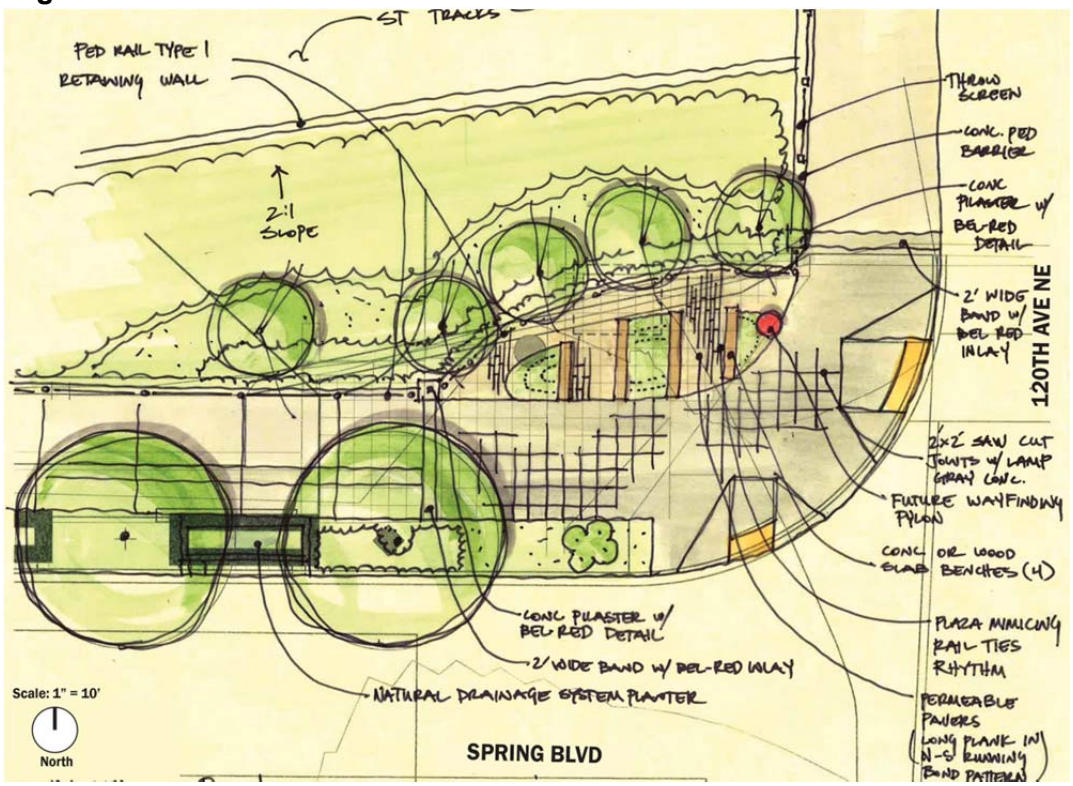


Figure 20 – NE Spring Blvd & 120th Ave NE – Concept Plan

Figure 21 – NE Spring Blvd & 120th Ave NE – Concept Visual

3.4 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, bike 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 are able to "hear the birds sing".

FIGURE 3.4.1
Residential building edges can meet the sidewalk.

FIGURE 3.4.2
A green edge can exist between residential buildings and the sidewalk.

FIGURE 3.4.3

FIGURE 3.4.6
Connecting streets and residential buildings through large pedestrian-only corridors between buildings.

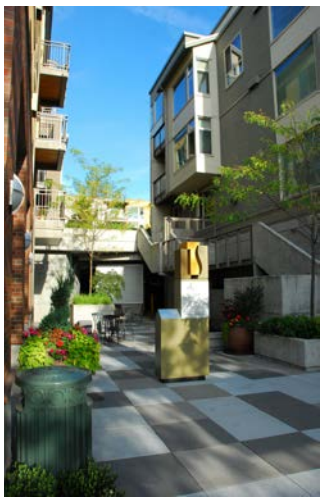


FIGURE 3.4.4
Courtyards for residential buildings can be open to the sidewalk.

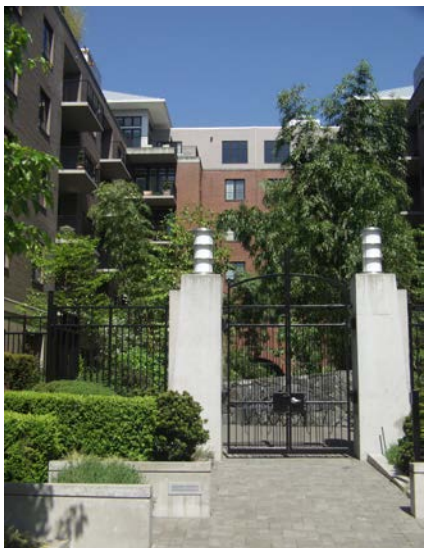
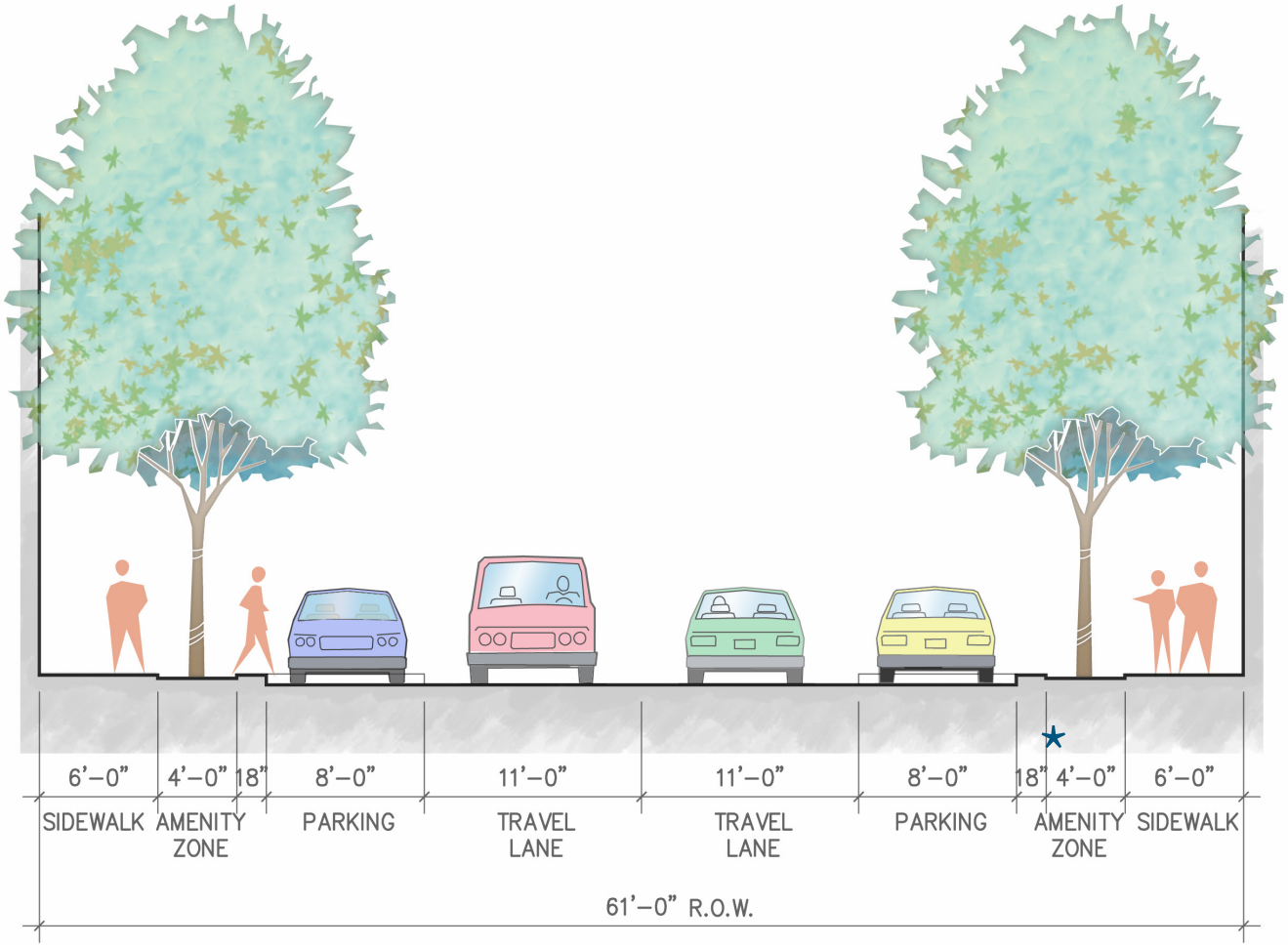


FIGURE 3.4.5
A courtyard with residential entrance that is gated to the sidewalk.

FIGURE 3.4.7
Buildings could include interior plazas connected to their lobby/public space.

Local Streets Section

3



NOTE
6" curb zone with 5'-0" amenity zone where no parking permitted

FIGURE 3.4.8

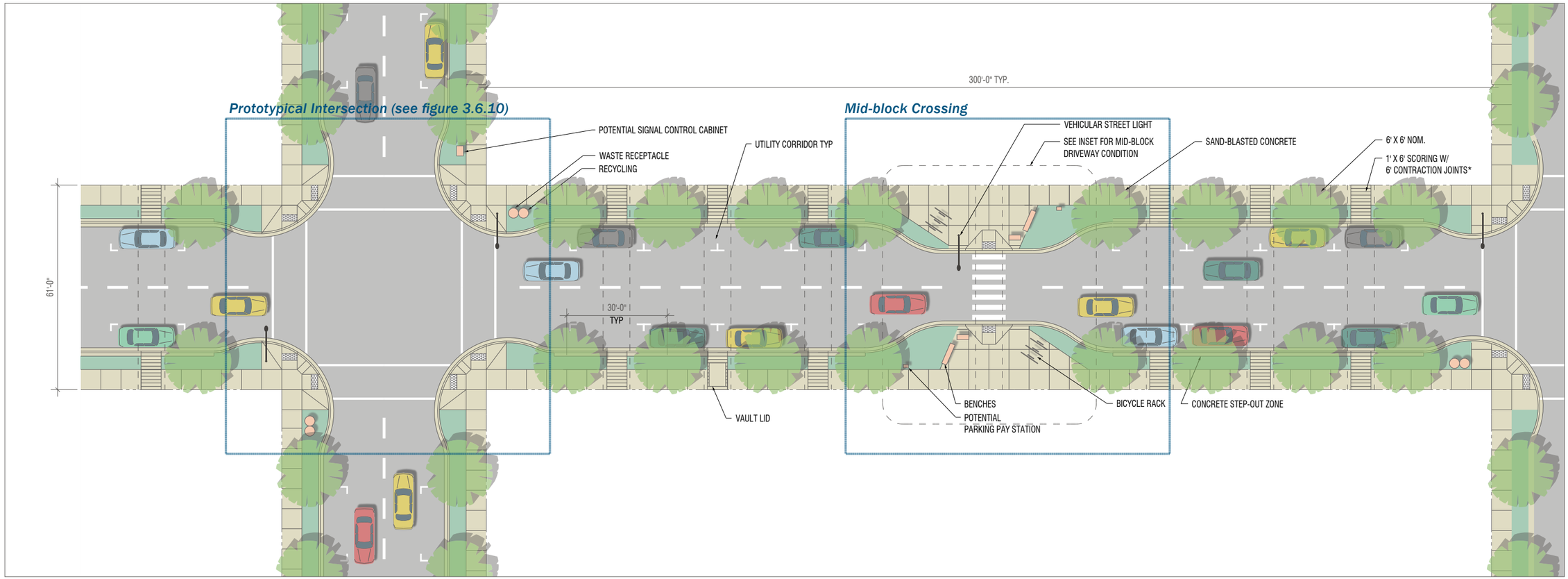


FIGURE 3.4.9

Street Zone Guidelines

6' pedestrian thru-zone.

18" (6" curb + 12" pervious pavement curbside step-out zone where parking provided.

6' (max) pedestrian pass-throughs (potential location of future utility corridors)

8' +/- curb bulbs at mid-block crossings

3' +/- curb bulbs at block corners with 21' radius. Final radias part of design and engineering for each intersection.

Paving & Scoring

Concrete Joints: Saw-cut or trowel at developer's option.

Pedestrian pass-throughs: 1' x 6' scored joint pattern over 6' x 6' full-depth contraction joints.

Lighting

Vehicular street lights at middle and corners of blocks, one side of block only, or as required to meet design standards.

Landscape & Furnishings

Trees spaced at 30' on-center in planting strip.

4'-0" planting strip where on-street parking exists.

5'-0" planting strip where no on-street parking provided.

Waste receptacles on pads within planting strip, on opposing corners.

One (potential) parking pay station at every mid-block crossing as shown at edge of sidewalk.

Benches and bicycle racks located at mid-block crossings.

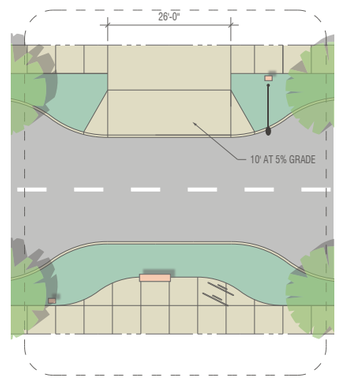


FIGURE 3.4.10

3.5 Retail Street

Retail 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 sightlines to store fronts and on-street parking and loading. 130th Avenue NE is designated as a Retail 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 the street trees on Retail Streets 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 such as Silva Cell will be used to support pavement over a high-quality growing medium.

FIGURE 3.5.1
Diversity and vibrancy can be found within signage, potted plants, and retail uses spilling onto sidewalk.

FIGURE 3.5.2

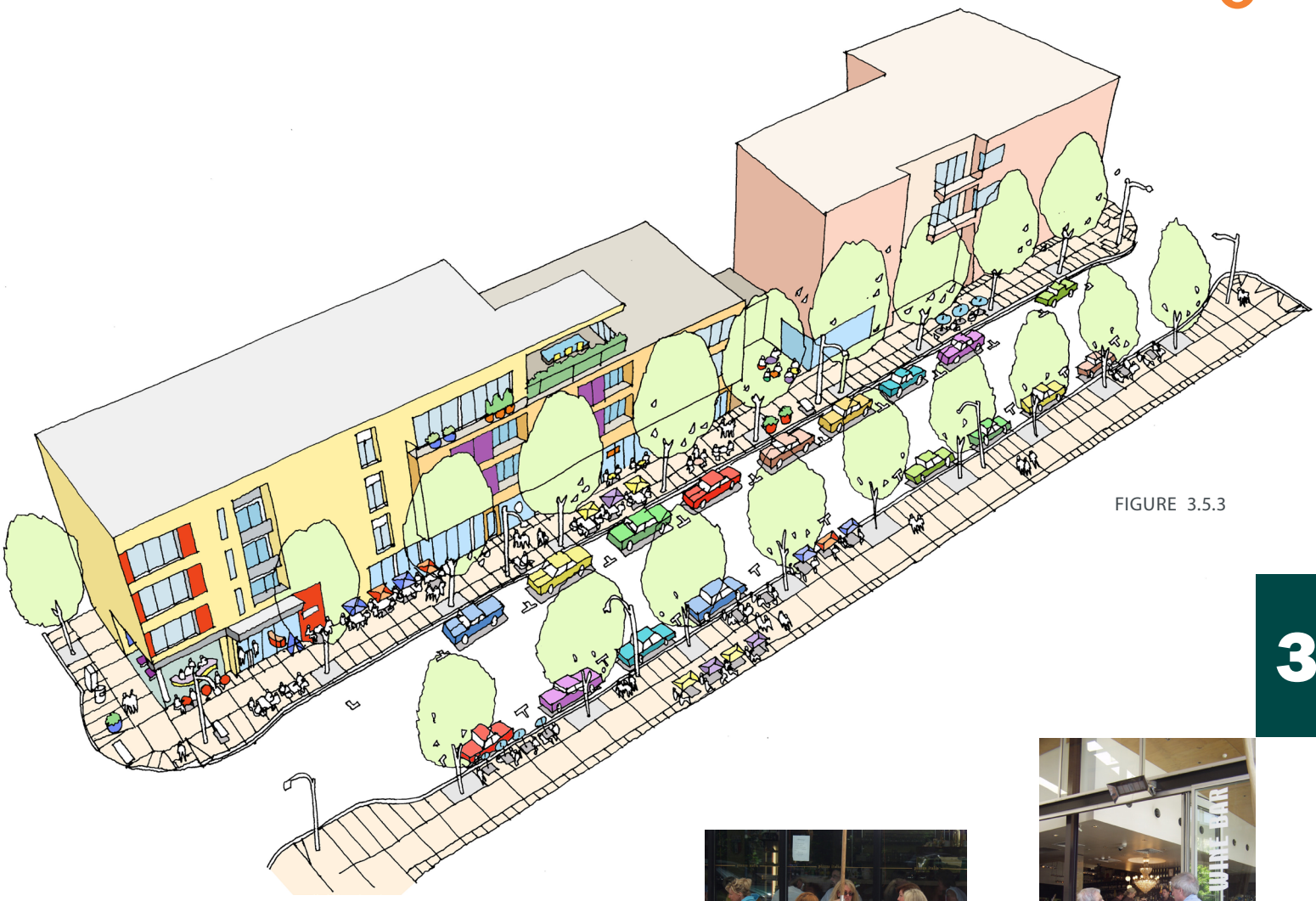


FIGURE 3.5.3

FIGURE 3.5.6

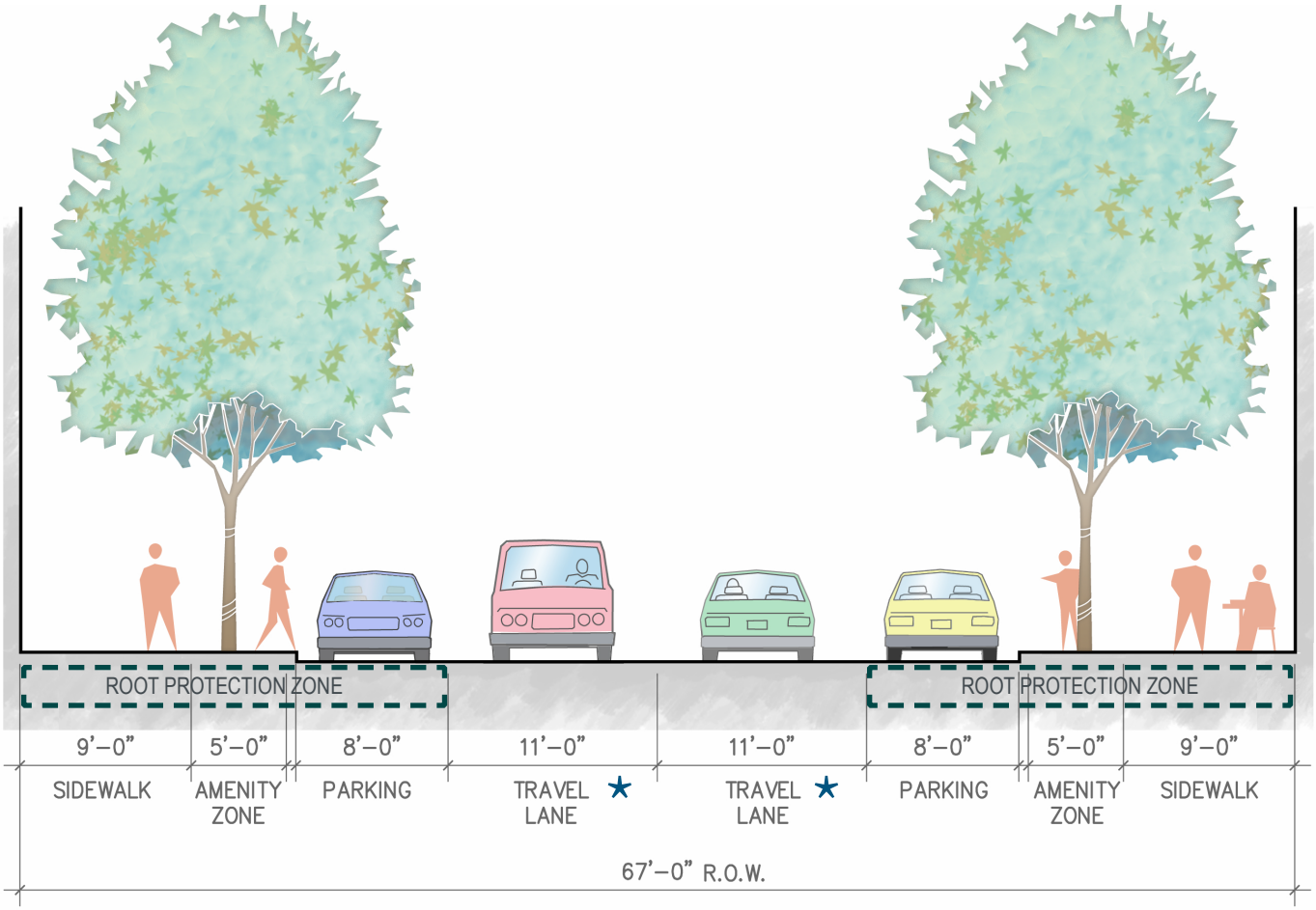
FIGURE 3.5.7

FIGURE 3.5.4
Retail edges can open to sidewalks without spilling into the pedestrian zone.

FIGURE 3.5.5

FIGURE 3.5.8
Create an active edge with room for tables, strollers, and merchandise.

S Retail Streets Section



NOTE

Retail Streets shall accommodate bicycle traffic, typical section to be determined.

Add 5'0" for on-street bicycle facility

FIGURE 3.5.9

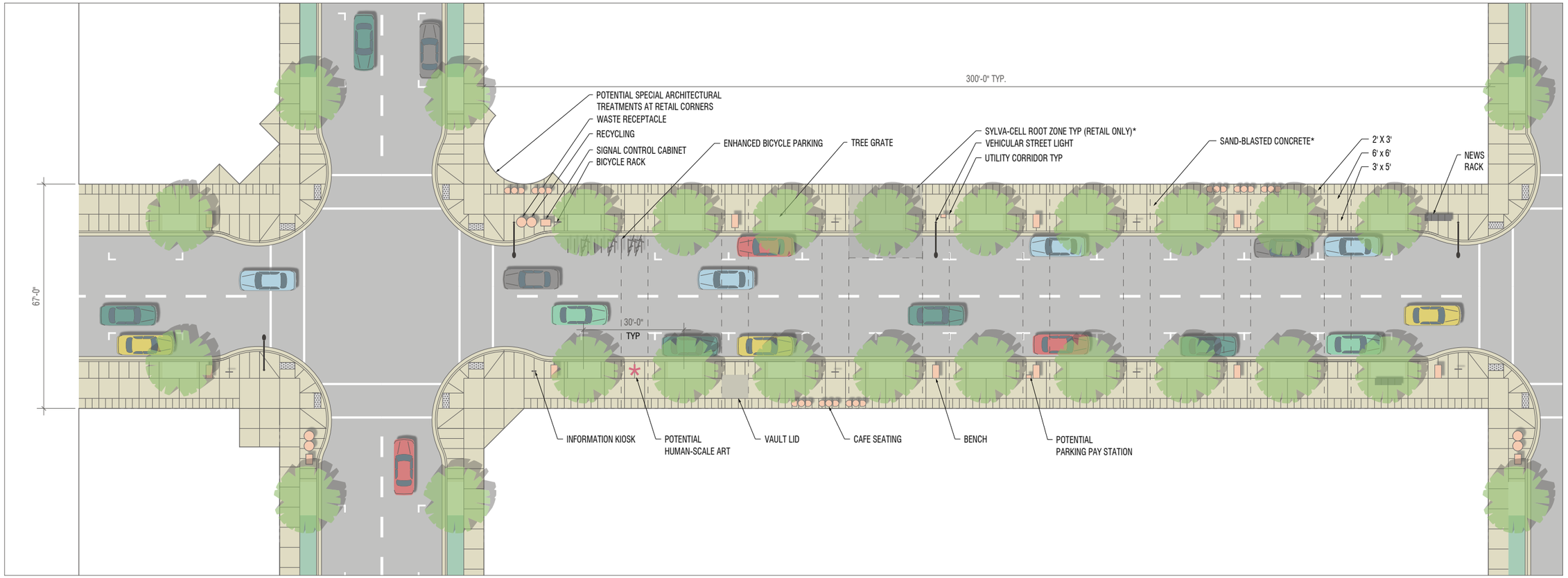


FIGURE 3.5.10

Street Zone Guidelines

3' cafe seating zone.

6' pedestrian thru-zone.

18" concrete curbside step-out zone.

3' curb bulbs at block corners with 21' radius. Final radias part of design and engineering for each intersection.

Paving & Scoring

Concrete Joints: Saw-cut or trowel at developer's option.

2' x 3' concrete joints at cafe seating zone.

3' x 5' concrete joints at planter strip zone.

Lighting

Vehicular street lights at middle and corners of blocks, one side of block only, or as required to meet design standards.

Building lighting by developer.

Landscape & Furnishings

Trees spaced at 30' on center in planting strip.

5' x 10' planters with tree grates or rain gardens where feasible.

Waste receptacles within amenity zone, on opposite corners.

One (potential) parking pay station at every mid-block as shown at edge of sidewalk.

Benches and bicycle racks distributed through street at random interval as shown. Minimum 3 benches and 6 bike racks per block face.

Root protection zone helps maintain healthy street trees.

3.6 Green Streets

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.

The 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 rain gardens in line with the parking bays. Trees are clumped into irregular groves within rain gardens, reinforcing a more natural extension of landscape from the riparian areas into the neighborhood street grid.

Storm water is conveyed to the rain garden planters along a crease in the pavement which feeds small cascades into the basins. The rain gardens will remove pollutants and suspended solids before returning water to the aquifer. In heavy rainfall overflow structures convey water to the storm sewer system to avoid flooding.

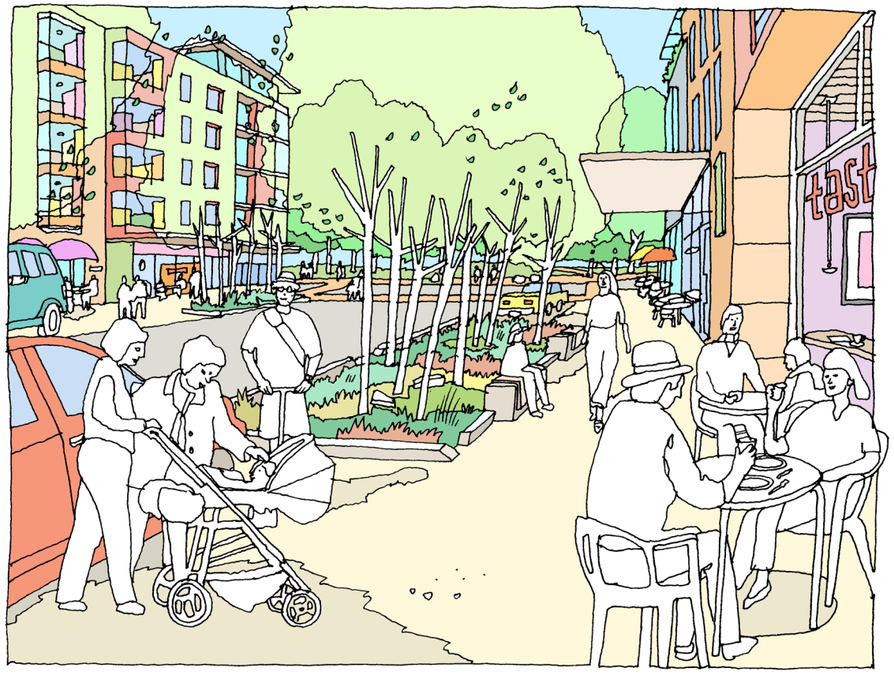


FIGURE 3.6.1
A curbless rich pedestrian environment attracting babies, birds, bikes, and bees

FIGURE 3.6.2

SIDEWALK POCKETS
Areas between rain gardens offer additional sidewalk width.

PARK INTERSECTIONS
Where Green Streets intersect green open spaces; materials are extended through the intersection and into adjacent open space to create an integrated and seamless park entrance.

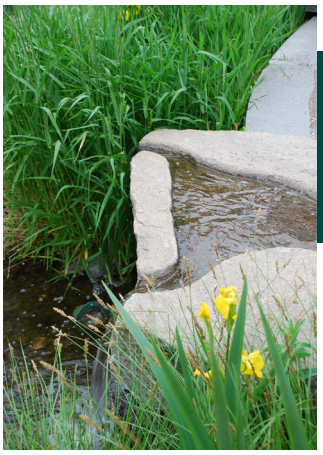


FIGURE 3.6.6
Embracing stormwater as a street amenity provides opportunities for fountains and artistic channelization to bring people closer to the water.

FIGURE 3.6.5
An environment for bikes.

FIGURE 3.6.3
Rain gardens provide unique color and texture to the streetscape.

FIGURE 3.6.4
Interconnected infiltration planters for water retention, infiltration, evaporation and transpiration.

FIGURE 3.6.7
Water is cleaned of suspended solids, heavy metals, nitrogen and phosphorous before entering the sewer system.

S Green Streets Section

3

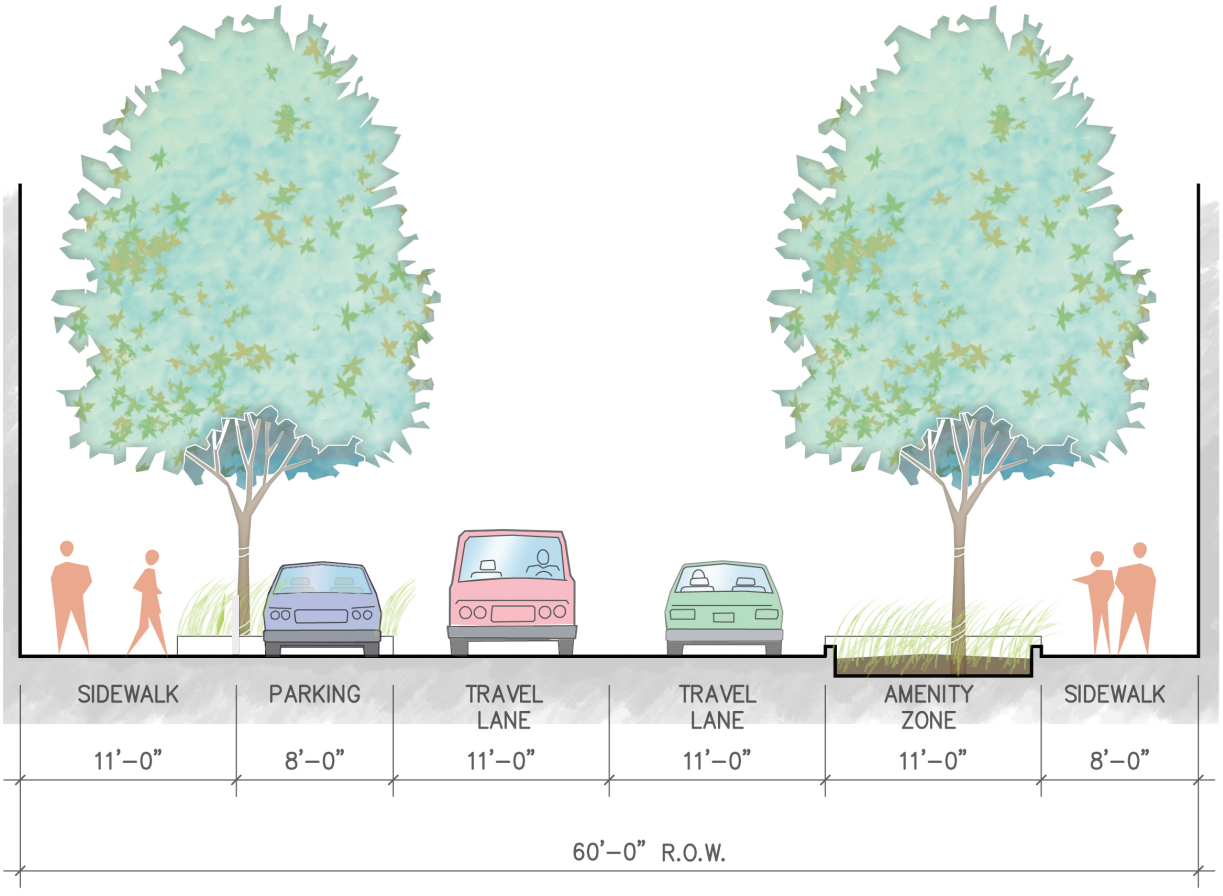


FIGURE 3.6.8

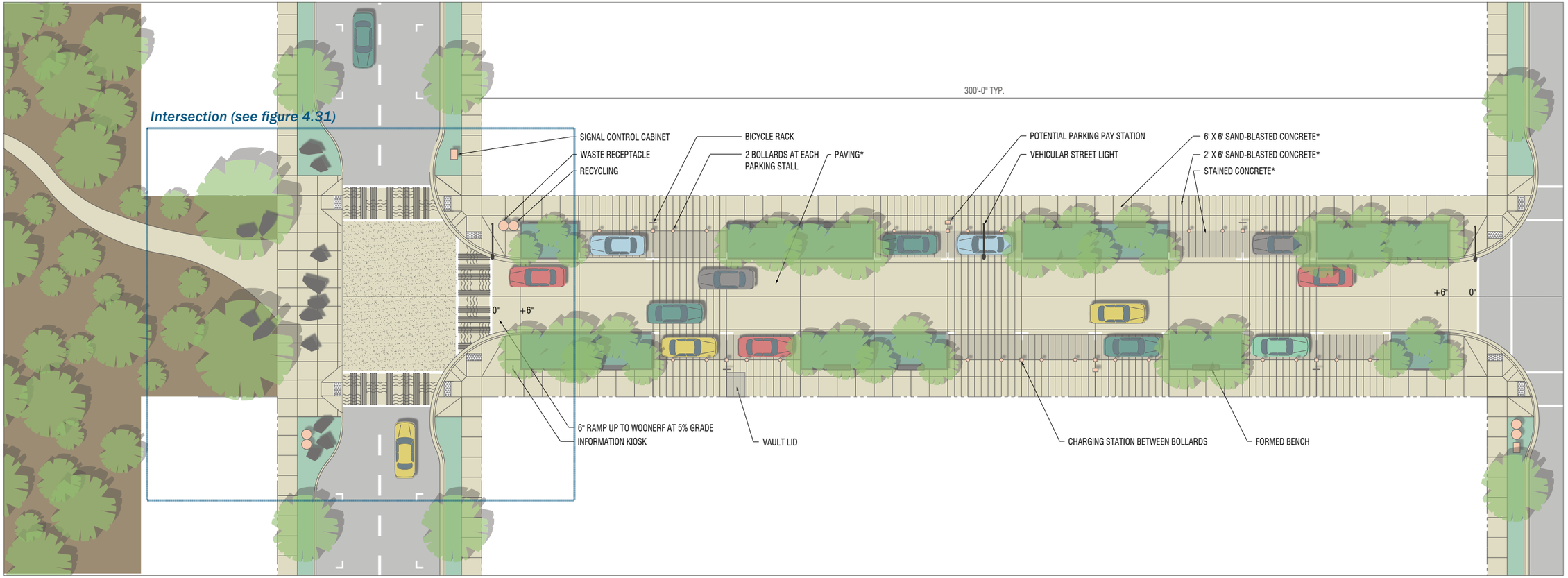


FIGURE 3.6.9

Street Zone Guidelines

Street, planting zone, and sidewalk are all coplanar. 6" ramp up from perpendicular streets into woonerf environment.

3' curb bulbs at block corners with 21' radius, Final radias part of design and engineering for each intersection.

Paving & Scoring

Concrete Joints: Saw-cut or trowel at developer's option.

2' x 6' scored joint pattern over 6' x 6' full-depth contraction joints.

Travel lanes and sidewalk are concrete.

Parking bays to be charcoal gray concrete.

Lighting

Vehicular street lights at center and corners of blocks, one side of block only, or as required to meet design standards.

Landscape & Furnishings

Trees planted within raingarden planters at random spacing and number.

Waste receptacles on opposite corners of intersections.

One (potential) parking pay station at mid-block as shown at edge of pedestrian thru zone.

Bicycle racks and potential vehicle charging stations shown at intersection of two parking spaces, typical.

Two bollards placed at each parking stall to delineate parking zones from sidewalk.

Found seating integral with raingarden planters (see detail in Section 7).

Intersections

The prototypical BelRed intersection features shallow curb bulbs that provide queuing space and shortened crossing distances while still allowing emergency vehicles to make turns without mounting the curb.

Special intersections are proposed where the Green Streets transition to trail as they enter the riparian corridors. These gateways can be framed by large trees, and announced with native boulders which also block vehicular traffic.

Prototypical Intersection

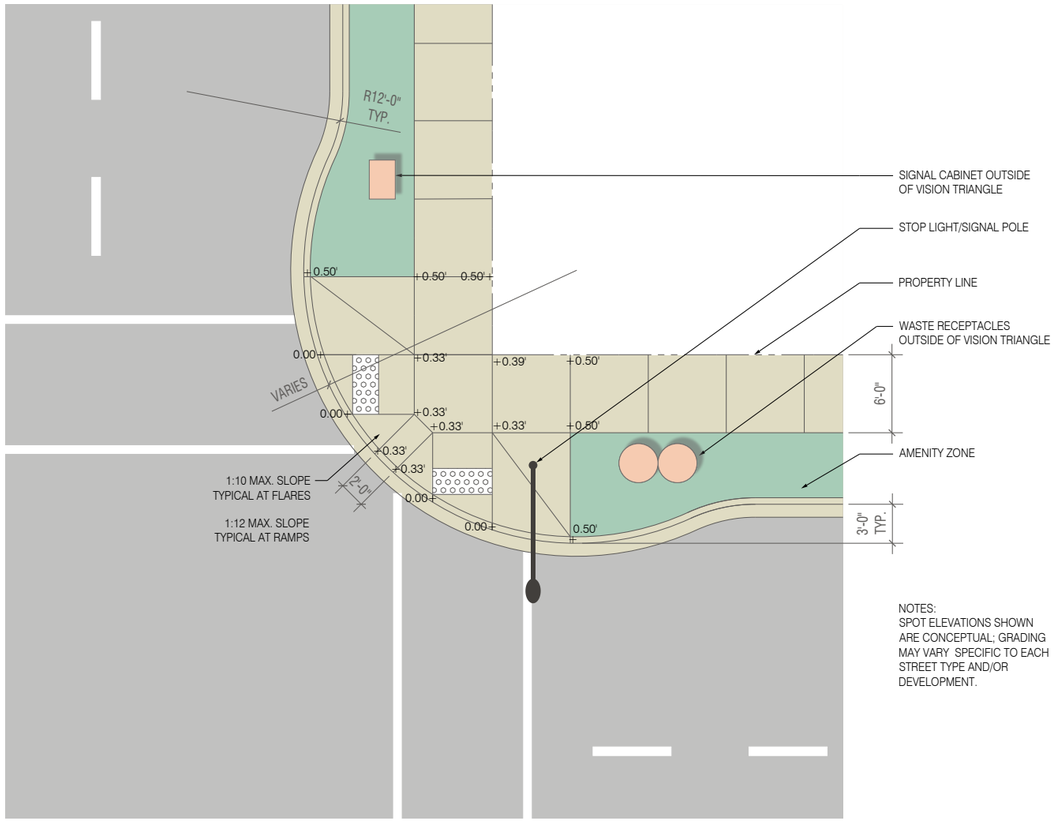
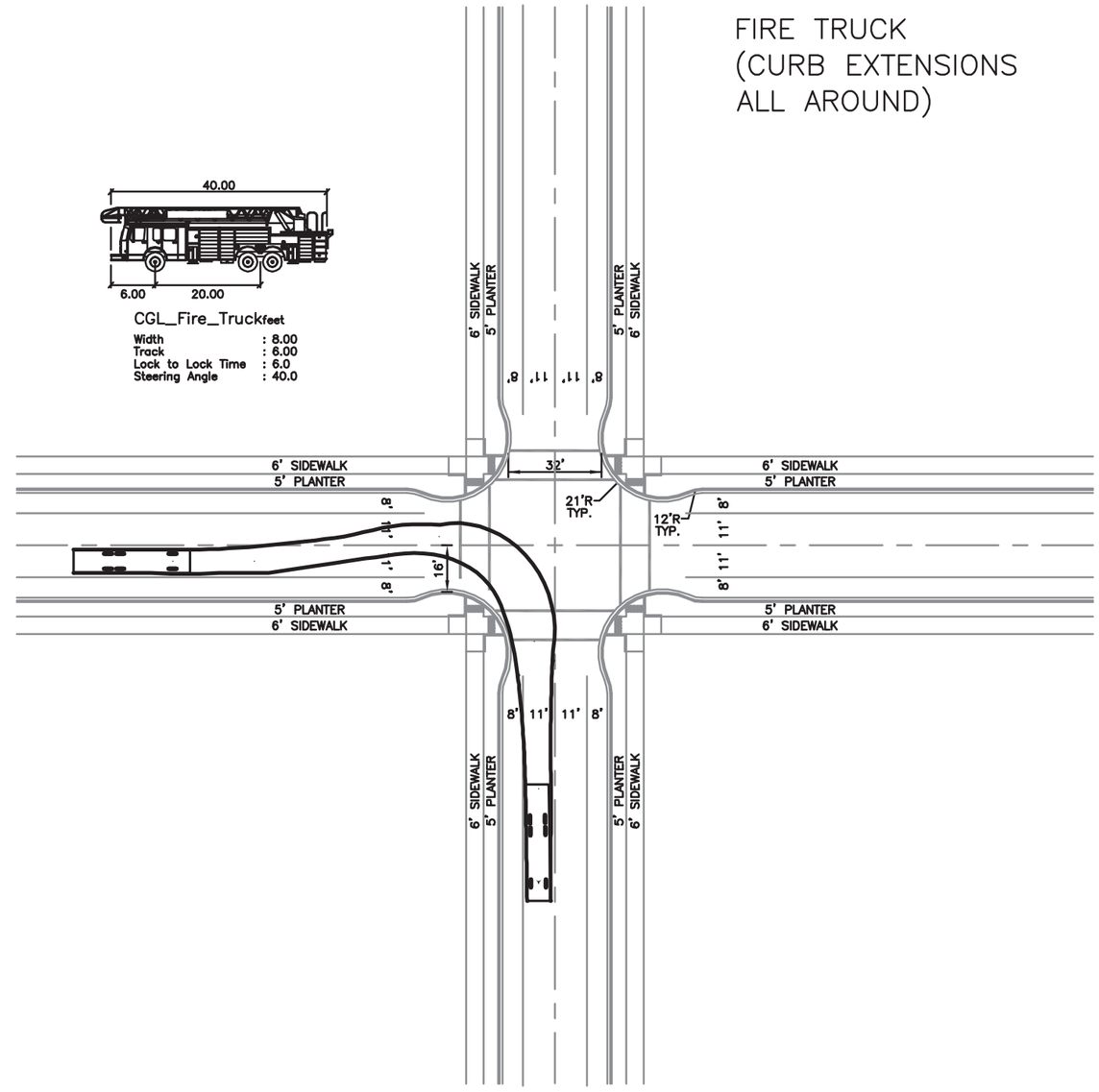


FIGURE 3.6.10



Special Intersection at Green Streets

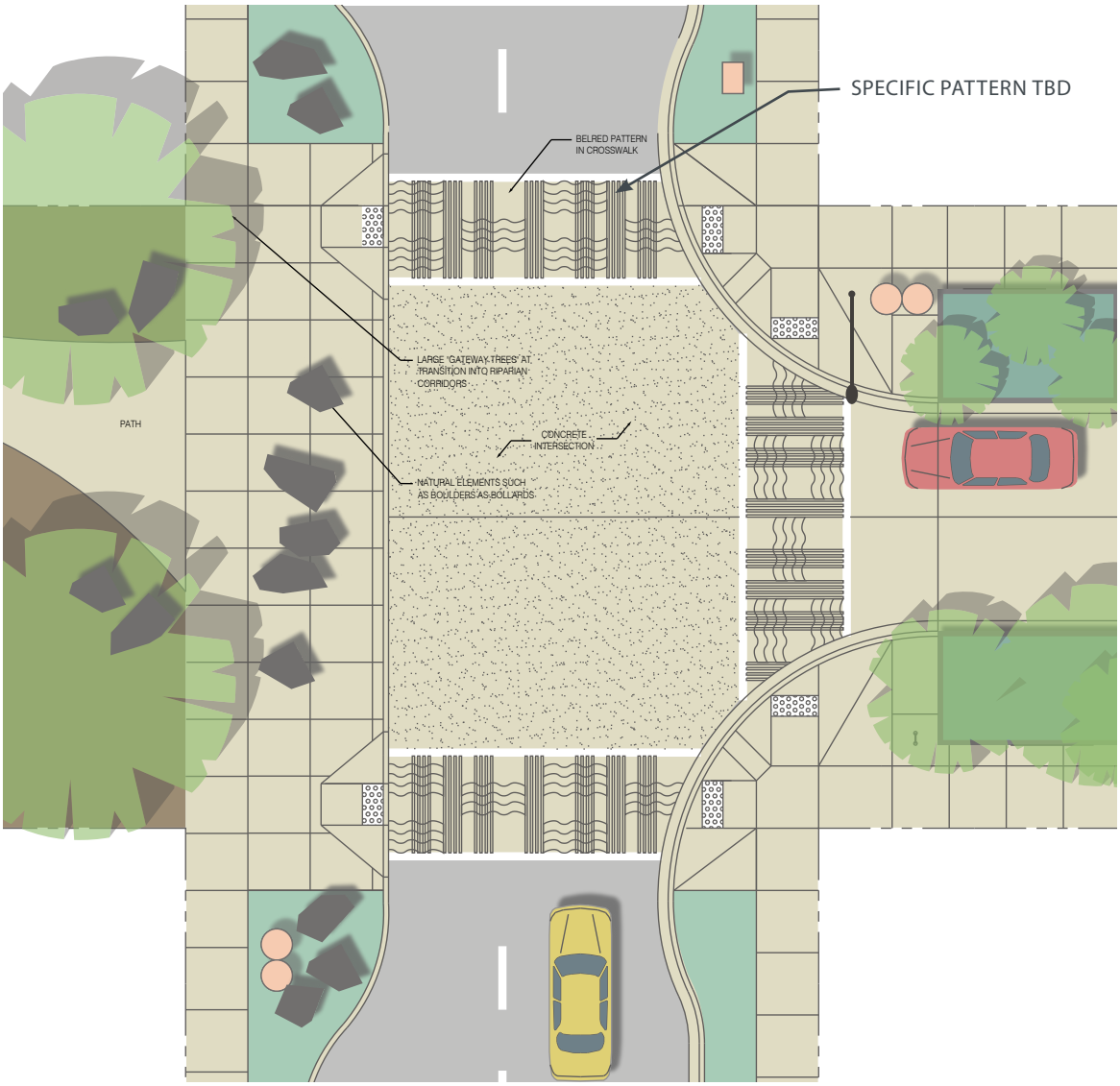


FIGURE 3.6.11

4 Streetscape Elements

General

In the selection of elements for use in the right-of-way, preference should be given to furnishings that express a mix of industrial and natural character, have simple clean, simple lines, and express the character of their materials. When possible, fasteners, welds, and flanges should be visible.

Materials: drawing from natural or industrial motifs:

- steel
- wood
- concrete
- stone

Finishes: preference should be given to natural or industrial finishes and conditions:

- Corten steel
- galvanized steel
- natural/clear stains or unfinished

S **Installation:** All streetscape elements are to be embed-mounted.

In This Section

Seating: Backless and "Backed" Benches

Waste Receptacles

Bollards

Bicycle Racks

Vehicular-Scale Lighting

Pedestrian-Scale Lighting

Pedestrian Pavement

Tree Grates

Street Tree Root Zone Protection

Newspaper Boxes

Power and Signal Cabinets

Vault Lids, Manholes, and Grates

Wayfinding

S Seating

Seating may be either in the form of benches or “found seating”.

Benches on Local Streets and Green Streets shall have backs. Benches on retail streets shall be backless.

Found seating is encouraged along development frontages. A cast in place concrete seating block is recommended at rain garden cells on Green Streets (see detail in Section 7).

Backless Benches

Company: **Nu by Landscape Forms**
Dimensions: 26” x 32” x 102”
Materials: Jarrah seat, galvanized steel frame

Contact: timg@landscapeforms.com

G

Company: **Broadmoor Bench by Urban Hardwoods**
Dimensions: 176” x 30” x 19”
Materials: Salvaged timber

Contact: bryan@urbanhardwoods.com

Green Street Park Entrance

“Backed” Benches

Nu by Landscape Forms
26” x 32” x 102”
Jarrah seat, galvanized steel frame

timg@landscapeforms.com

G

Company: **Trapecio by Landscape Forms**
Dimensions: 212” x 32” x 27”
Materials: Unfinished Alaskan Yellow Cedar on hot-dip galvanized frame

Contact: timg@landscapeforms.com

Green Street Park Areas

S Waste Receptacles

Containers for trash and mixed recycling are to be provided.

Receptacles should have lids, or be otherwise closed to the sky to prevent accumulation of rainwater.

Side-opening or tilting receptacles are preferred for easier removal of waste bags.

Company: **ROUND Bin by Factory Furniture**
Dimensions: 19 gallons
Materials: aluminium top, stainless steel body

Contact: mail@obrienandsons.com

S Bollards

Company: **R-8410 by Reliance Foundary**
Dimensions: 36”
Materials: stainless and black or silver painted steel

Contact: 1.888.735.5680

S Bicycle Racks

Bicycle racks may be vinyl coated.

Racks should have two points of contact with bikes.

For use on sidewalks and in enhanced bicycle parking on Retail Streets.

Company: **Ring by Landscape Forms**
Dimensions: 2 bikes each
Materials: Stainless steel

Contact: timg@landscapeforms.com

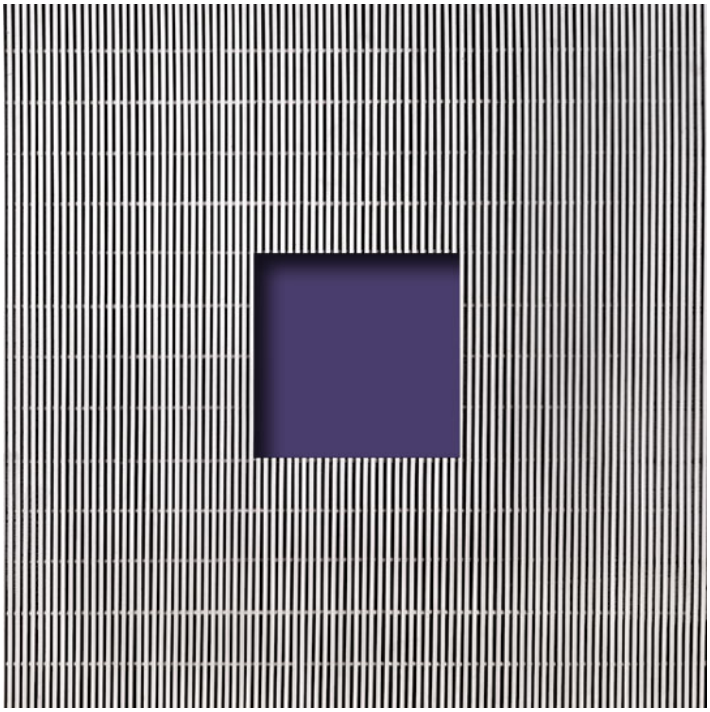
S Tree Grates

Tree grates are not to be used on Local Streets or Green Streets.
Tree grates are required on Retail Streets.

Grates shall be ADA compliant walkable surfaces

Company: **Jamison by Urban Accessories**
Dimensions: 5’ x 10’
Materials: Aluminum

Contact: Architecreation / 206.932.4730



S Street Tree Root Zone Protection

Street trees on Retail Streets (i.e. street trees in grates) shall have their root zones protected by a three dimensional structural matrix product such as Silva Cell.

Minimum depth of the system shall be 32". Width and length of installation per prototypical plans in this document.

S Newspaper Boxes

Newspaper boxes are to be provided on Retail Streets.

Boxes are to consolidate newspapers from various vendors to reduce clutter on the sidewalk.

Boxes should accommodate a minimum of four newspapers.

S Power and Signal Cabinets

Utility-related cabinets that occur in the right-of-way are opportunities to add points of interest to the streetscape, and can be decorated with art or other colorful applications. Images or artwork that are evocative of the character of BelRed are highly preferred. Utility boxes should be wrapped using an anti-graffiti vinyl.

G Vault Lids, Manholes, and Grates

An opportunity exists to apply a BelRed graphic to lids and grates in the right-of-way. This can be implemented after Corridor graphics are formalized.

4

S Wayfinding

Unique wayfinding elements that feature a BelRed graphic and typeface may be provided. These can be in the form of signage and kiosks, and/or through embedded information and patterns in the sidewalk. Signage and wayfinding standards should be developed after Corridor graphics are formalized.

4

S Vehicular-Scale Lighting

Vehiclar-scale lighting shall be LED.

Approved fixtures:

- GE Evolve Scalable Cobra head
- Cree XSP
- Leotek Green Cobra

Pole: Round concrete. Spacing and height depended on conditions specific to development.

Color: All elements to be black.

Other fixtures may be approved on a case-by-case basis. The fixture must be tested to LM-79 and LM-80 standards and shall be manufactured in the USA or as otherwise allowed by funding restrictions.

S Pedestrian-Scale Lighting

Pole mounted pedestrian lighting is not required for development in BelRed. Lighting of the pedestrian realm is to be provided by fixtures mounted to adjacent development.

Pedestrian realm lighting where adjacent development is set back from the sidewalk is to be coordinated with the City of Bellevue Transportation and Development Services Departments.

4

S Pedestrian Pavement

Pedestrian pavements are to be cast-in-place concrete in the main path of travel.

Finishes are to comply with the Transportation Design Manual, except at areas of accent pavement where concrete may have a medium sandblast finish and/or saw-cut joints.

Accent areas of concrete pavement may be colored integrally. Top-dressed color may be used in addition to integral color, but not in lieu of it.

G Pavers in parking walk-off area may be considered outside path of travel.

5 Public Art Considerations

This plan identifies broad opportunities for the incorporation of art into the public realm. Public art will play a role in establishing human scale and creating unique identities at significant sites. BelRed has the potential to become quite cosmopolitan, and as such, will become both a cultural and intellectual melting pot. This development will occur over generations in a spontaneous manner, and may be spurred by the catalysts of East Link Light Rail and the development of the Spring District.

This plan lays out a number of opportunities for private, public and community stakeholder partnerships and recommends the development of a Public Art Master Plan which will facilitate the development of memorable neighborhoods within BelRed. These types of partnerships maximize opportunities for extraordinary improvements and places. This document presents a menu of options which illustrate the types, sizes and locations of public art that could enhance the human experience of not only these places, but also the identity of the unique neighborhoods within BelRed. This plan does not make recommendations pertaining to artistic style. Site specific recommendations can only be undertaken within the context of a Public Art Master Plan which is developed through extensive historical research, community and Arts Commission involvement, and interface with Stakeholders.

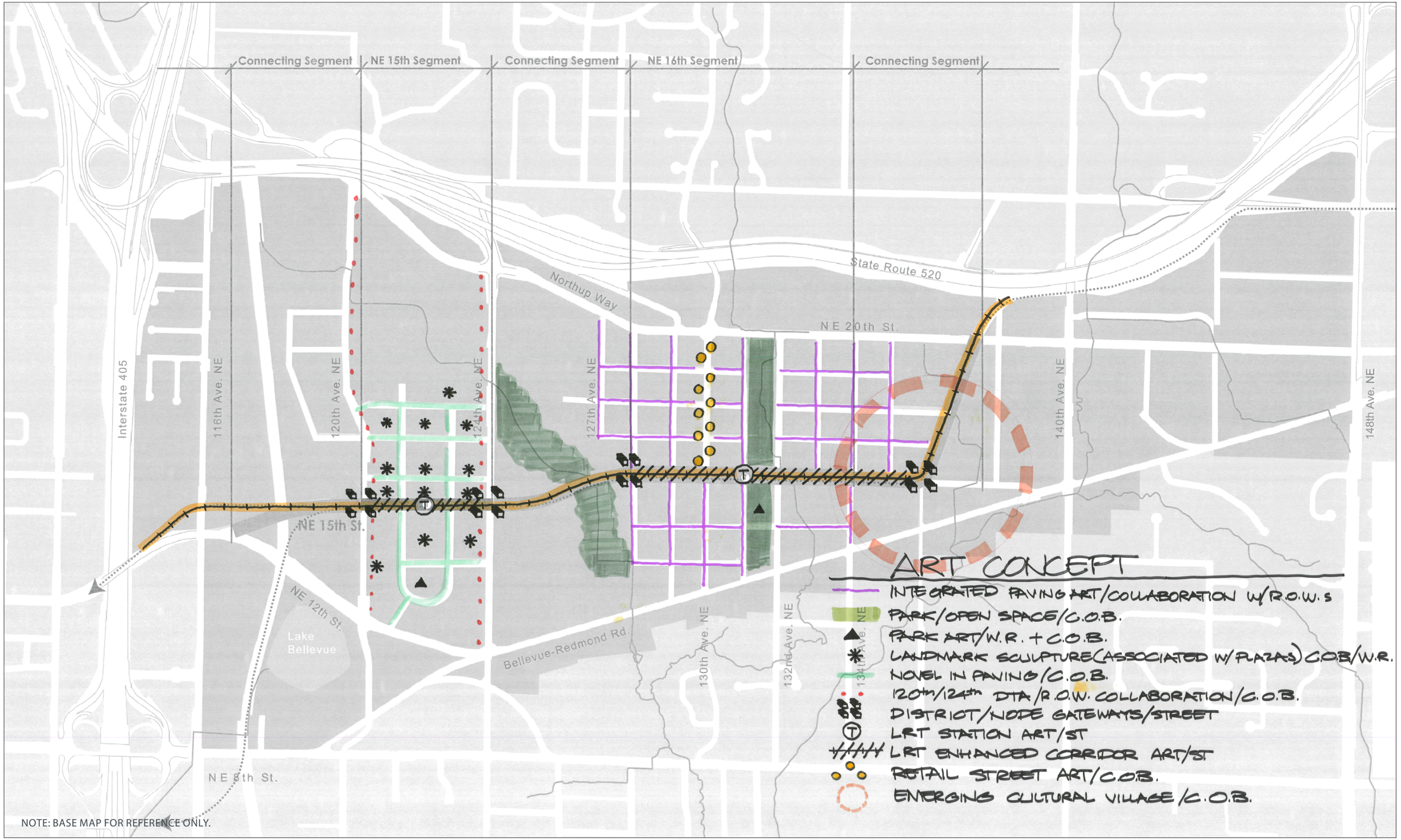
5.1 Comprehensive Corridor Recommendations

The following comprehensive actions should be taken in the consideration of public art in the Corridor:

- A Public Art Master Plan should be developed that will address logical and significant art opportunities in both private and public lands, and identifies funding and implementation strategies for those projects. These opportunities should encourage the identification of the Spring District, retail and arts districts, and the light rail alignment as unique places defined by their public art.

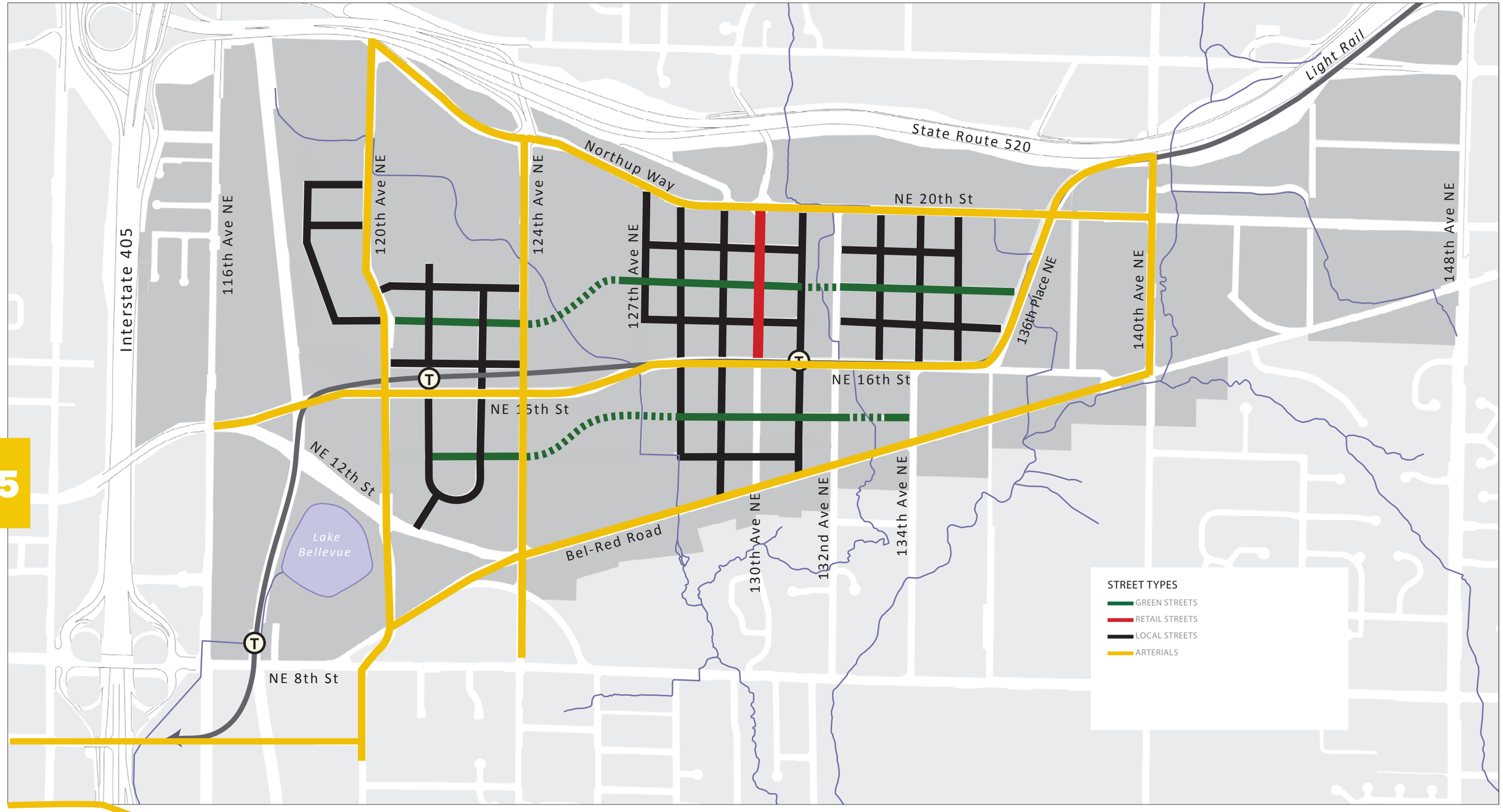
- A series of meetings should be convened between the artistic community and property owners within BelRed to discuss developing building stock inventories that will support the creation of an arts district.

- These planning exercises should be undertaken with distinct consultant teams so as to infuse each exercise with a specific set of solutions focused on the unique opportunities and identities of each condition and each district-specific team.



NOTE: BASE MAP FOR REFERENCE ONLY.

FIGURE 5.1.1


Interstate 405
116th Ave NE
120th Ave NE
124th Ave NE
127th Ave NE
130th Ave NE
132nd Ave NE
134th Ave NE
136th Place NE
140th Ave NE
148th Ave NE
Northup Way
State Route 520
Light Rail
NE 20th St
NE 16th St
NE 15th St
NE 12th St
NE 8th St
Bel-Red Road
Lake Bellevue
STREET TYPES
GREEN STREETS
RETAIL STREETS
LOCAL STREETS
ARTERIALS

5

FIGURE 5.1.2

5.2 Public Art Detailed Actions and Recommendations

Several nodes, or districts, will develop along the Corridor – the Spring District, a residential and retail district at 130th Avenue Northeast, and an Arts District east of Goff Creek. Pubic art will play a role in creating unique identities for each district, as well as for the Corridor as a whole.

Spring District: Parks, Open Spaces and Places to Gather

The recommendations made below pertain to a series of open spaces and public right-of-ways envisioned in the Spring District Concept Plan. These recommendations, and their underlying concepts, should be carried forward and adjusted to the Spring District design as it evolves.

FIGURE 5.2.1
A rich heritage of the region offers opportunities to celebrate our earliest and diverse cultures.

PARK ADJACENT TO RESIDENTIAL DEVELOPMENT

This generous open space has opportunities to provide intimate as well as larger gathering spaces. Appropriately scaled sculptural works can provide a sense of scale, identity, place making and wonderment.

Recommendation: A diversity of works should be commissioned for the Half-Round Park - works that utilize light, a formal sculpture garden complete with figurative works, that spring forth from native cultures, etc should be considered. Conceptual drivers for the work should be focused on content.

FIGURE 5.2.2
Public art works of significant size provide an intermediate scale between humans and buildings, and create landmarks.

ENTRY TO SPORTS FIELD

The potential exists for this entry to be one of the most widely used pedestrian accesses in and out of the development.

Recommendation: An appropriately scaled cultural amenity should be commissioned at this location. Consideration should be given to collaborations between landscape architects and artists, native historians and horticulturists, etc. The focus for this work should be the experience one has in the movement through it rather than drive-by art.

FIGURE 5.2.3
Conceptual artworks encourage us to think of our past, our lives, our futures and the relationship of cities.

ENTRY PLAZAS

The Spring District envisions opportunity scaled, open plazas that create a welcome mat at each building's front door, clearly defining the transition from public to private and from outside to inside. These entry plazas have the opportunity to become a discernible and diverse collection of urban scaled "front yards". A public art program can more fully define place and assist with wayfinding. Each front yard can define a unique experience, and significant works of public art will reinforce the identities of these places.

Recommendation: The proposed Spring District Public Art Master Plan should identify scope, process, budget, design criteria and conceptual intent for each plaza project, and if desired, an overarching theme for the district. Each project should be fully integrated in its setting and engineering, and appropriate for the site in which it resides. These works will only be successful within the district if they are of a scale to create a significant presence within the development.

FIGURE 5.2.4
Not all public art need be permanent. Many artists working today seek out opportunities to engage the public in a real-time setting.

TEMPORAL PROJECTS

Art need not be a permanent thing, nor is it always visually based. Poetry slams, string quartets, film exhibitions and dance performances can do much to build a special quality within communities.

Recommendation: The Spring District Public Art Master Plan should discuss the potential to create specific locations within the development where these events might take place, and then develop an ongoing structure of programming and funding to facilitate their development and occurrence. Opportunities for interior as well as exterior spaces should be explored.

Spring District: Rights of Ways

120TH AND 124TH AVENUES

The treatment of the Spring District will dictate to what degree it is integrated to the Corridor as a whole.

Recommendation: To ensure that these edges remain permeable, inviting and linked to the extended community, a Design Team Artist should be hired to collaborate with the Spring District design team to develop the landscaping and right-of-way treatments.

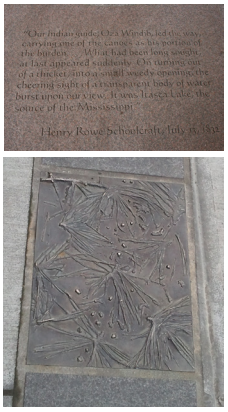


FIGURE 5.2.5
Text and language art can bring a sense of narrative to the public realm.

SIDEWALKS INTERNAL TO THE SPRING DISTRICT

The Spring District may be developed in phases, but public art can help create a cohesive sense of place over the course of its development. Such art elements, located on or in the sidewalks, may be fine-grained and ever-evolving, permeating the entire district.

Recommendation: A regional author may be commissioned to write a novel, portions of which may be etched in granite panels and pavers set into the sidewalks of the Spring District. The panels may convey a sentence, or sometimes a series of pages, to add a sense of narrative discovery and wonder to the District. In conjunction with text in the sidewalks a web site may be created which includes the entire novel for download onto personal electronic devices such as phones or pads, allowing the novel to include illustrations, new chapters, etc. This text may find its way into the entry plazas and other open spaces in the District as well.

Transitions Between Districts: Light Rail Corridor and Stations

TRANSITIONS BETWEEN DISTRICTS

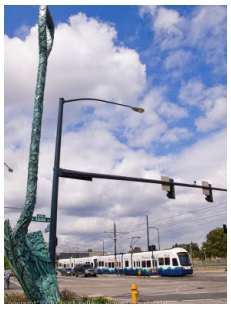


FIGURE 5.2.6
Works of scale within the transit alignment announce the station and create wayfinding elements within the district.

Sound Transit has successfully incorporated public art at its existing rail stations and alignments. There will be similar opportunities within the BelRed Corridor for public art that announces significant transitions between districts within the Corridor. Transitions between the Spring District, 130th District, and the arts district may be announced through elements such as arches, gates, and lighting.

Recommendation: Meet with the Sound Transit Art Program Director to develop a cooperative plan that leads to the creation of these transitional elements.

LIGHT RAIL STATIONS

Art can be a wayfinding device for locating light rail stations. Additionally, art can be integrated directly into the station architecture and system elements so that the station reflects the character of the neighborhood it serves. The Spring District station, with its associated "cut", will present an entirely different station condition than its sister at 130th Avenue Northeast, and accordingly should present a different station character.

Recommendation: Meet with the Sound Transit Art Program Director to develop a cooperative set of Public Art Design Criteria that addresses the particular opportunities at each station in the Corridor. Input from Spring District development team should inform the discussion around the Spring District station.

The Residential / Retail District at 130th Avenue Northeast

130TH AVENUE NORTHEAST

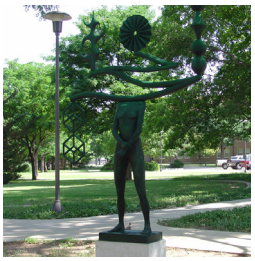


FIGURE 5.2.7
Artwork within the shopping environment provides a scale and richness to the retail experience.

It is anticipated that the retail activity along 130th Avenue Northeast will spill out of eateries and stores onto the sidewalk to create a diverse, colorful and lively environment. The street experience will be intimate like a table for two, well crafted like a fine pair of Italian shoes and fun like a children's bookstore. Every 100 feet is different and provides an ever-unfolding experience. Art has a role to play in this environment in adding a layer of non-commercial content and continuity.

Recommendation: Multiple highly crafted/detailed human-scaled works of art should be commissioned to be set into the sidewalk furnishing zones along 130th Avenue Northeast. Sometimes on pedestals, sometimes at-grade, sometimes in conjunction with plantings or benches - these works will help to enrich this street's activity and help define its unique identity.

The Arts District: An Evolving Arts Village

ARTS DISTRICT

FIGURE 5.2.8
The intimate character of Goff Creek can create unique surprises that support the development of an arts village.

One of the goals for the BelRed Corridor is the development and growth of an arts district. This is envisioned as happening in the area immediately east of Goff Creek in the proximity of the Pacific Northwest Ballet School. The growth of a cultural district generally evolves over generations and is driven by tangibles, such as availability of cheap space, but also by intangibles such as places for socialization, the personalities of its residents, and their ability to attract like-minded people to the area. The physical characteristics of this area of the Corridor, with its low-rise structures and tall evergreen trees, suggest that the district character be intimate and village-like. A number of activities, such as weekend open studios, craft festivals, and jazz performances may be employed to increase not only the use of the district by artists but also visitation by citizens and tourists over time.

DEVELOPMENT AND PROGRAMMING

FIGURE 5.2.9
Existing buildings within the district can be easily re-vitalized to create studio space.

Recommendations: Convene a group of local artists who might wish to locate in this new neighborhood and facilitate their organization into a working-group.

Develop a name for the district.

The development of a modest artist residency program should be considered. Examine other such programs - Pilchuck, Caldera and Playa - Oregon, Ucross -Wyoming, Anderson Ranch - Colorado, etc.

A study group should be convened to visit other such artistic communities of this implied scale - Cannon Beach Oregon, Emeryville, California, Roosevelt District in Phoenix, etc., to glean an understanding of the possibilities for such a community.

FIGURE 5.2.10
An arts district should embrace all who create - the glass artists, the poet, the painter, etc.

Map and inventory properties which are underutilized within the district and then develop some logical, targeted nodes where critical mass cultural uses might be achieved.

Explore the development of a fund which would provide low interest loans or grants to artists who purchase property in the district *(the City of Phoenix program is an example).*

Explore the development of a fund which would provide grants to subsidize rental fees for artists who locate within the district.

FIGURE 5.2.11
The existing landscape provides a wonderful stage for an emerging arts district - giving it an identity which is unique to the region.

LANDSCAPE

Inventory and protect all significant trees.

Established landscape standards for the arts district which emphasis native plants and casual character.

PUBLIC ART

Public art in the art district should favor temporary projects over permanent projects to facilitate the growth of the district. When improvements are made to right-of-ways in the arts district, locations should be identified for temporary display of district-curated art works.

Identify sites in the district for event-driven culture.

Review all existing and anticipated open spaces to determine ownership and potential to include public art work.

Identify opportunities for public art on Green Streets and at intersections.

6 Graphic Considerations

As the identity of the Corridor continues to evolve, a graphic may be developed to further enhance and make identifiable the character of the Corridor. A typeface may also be selected so that Corridor's character can be expressed in print. The simplicity and clarity of Asian graphic motifs are a logical fit, particularly in their ability to be arranged in repeatable patterns. This repeatability is desirable in its ability to be applied across a number of surfaces of varying scale. These graphics may be applied in the streetscape to wayfinding components, vault and manhole covers, pavement at intersections, and electronic media to reinforce the sense of place.

Color Selection

Colors are pulled from the inspirational photos below, showcasing the beautiful side of Industry. These colors represent an industrial mood with the undertones of modern vibrance.

FIGURE 6.1

Color Inspiration Images

FIGURE 6.2

Font Selection and Preferred Typographic Applications

A number of fonts were discussed during the workshop process for this plan. Preference was expressed for a very clean, modern-looking typography. This font would be utilized alongside the graphic, in signage, and any other media representing BelRed.

Font Selected: **Franklin Gothic**

Typographic Application:

BelRed

FIGURE 6.3

BelRed

FIGURE 6.4

Graphic Inspiration

Easy modification and repetition were seen as desirable qualities for the graphic. The graphic may be applied to printed and digital media and to physical forms in the streetscape. In the example below, a single fish can take on many forms of logo or pattern.

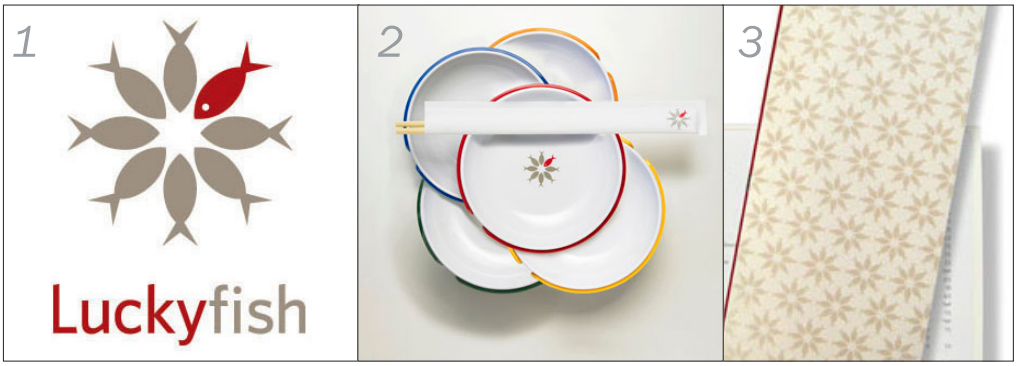


FIGURE 6.5

Graphic inspirations that incorporates modern, industrial and natural themes in visually unique ways.

FIGURE 6.6

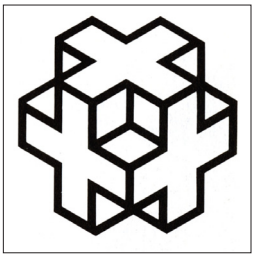


FIGURE 6.7

FIGURE 6.8

FIGURE 6.9

Pattern Inspiration

Pattern is an important element of the BelRed graphic, expressing BelRed's identity when appropriate and creating a BelRed "pattern language".

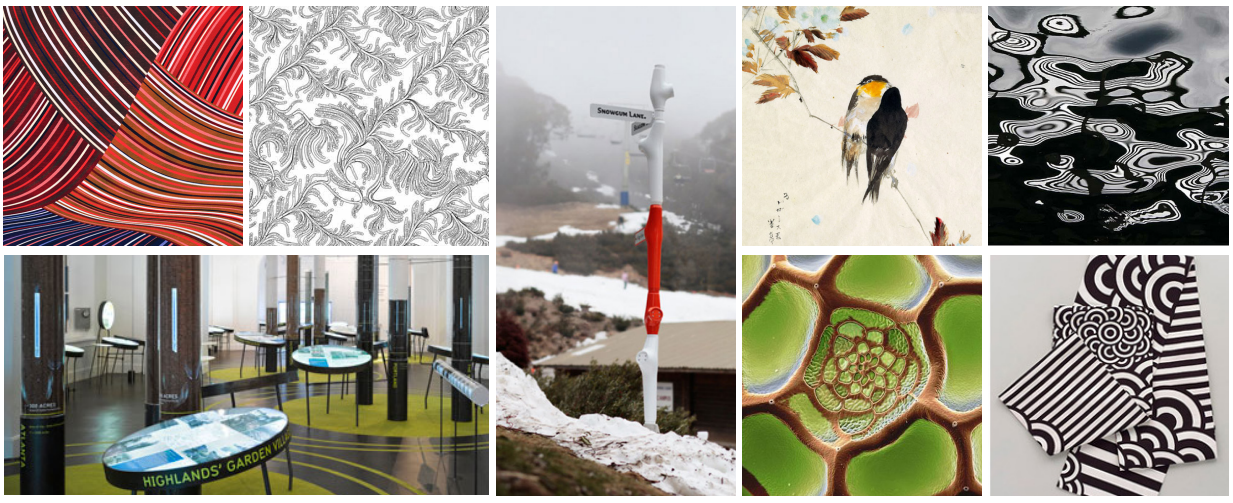


FIGURE 6.10

Pattern and Graphic Explorations

Most of the options explored in the workshops represent all three of BelRed's contexts: Industrial, Modern, and Natural. Modern is shown through the typographic application of font style and weight. The graphic expresses the Natural and/or Industrial context of the Corridor.

Industrial and Natural

This pattern merges the repetition and regularity of industry to the sinuous forms of BelRed's riparian corridors.

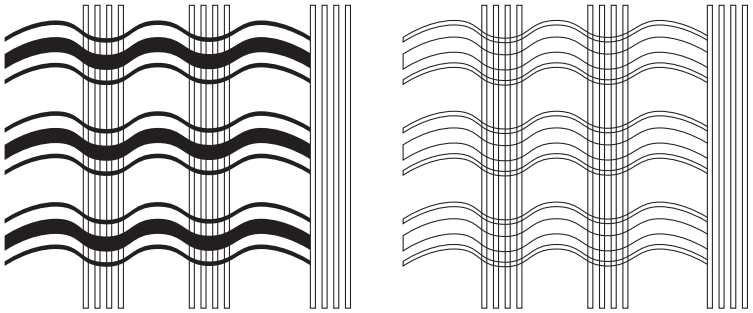


FIGURE 6.11

6

Industrial and Natural

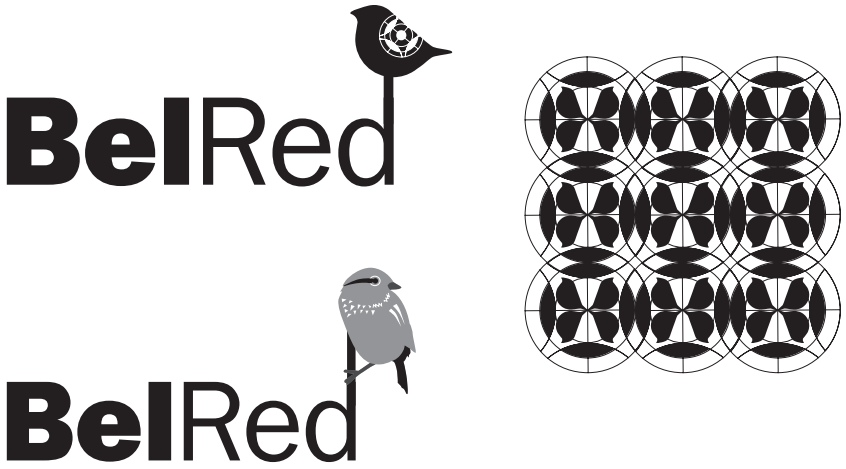
Branches represent the interconnected nodes of BelRed in a form appropriate to the Corridor's system of creeks, parks, and wetlands.

FIGURE 6.12

Natural

The leaf represents the natural context of the corridor as well as its growth as a place.

FIGURE 6.13



Natural and Industrial

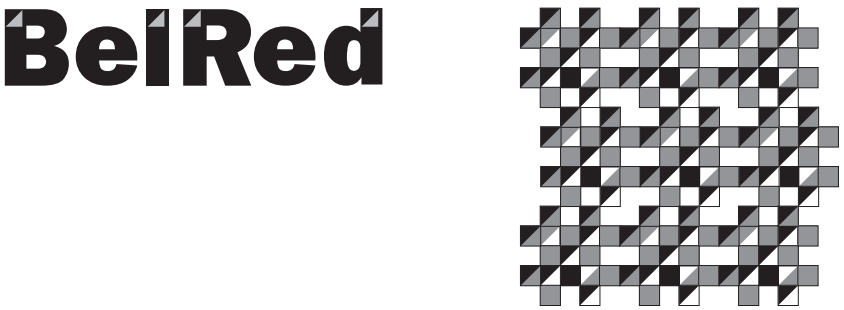
The bird is a representation of the corridor's Japanese history and its restored future as habitat for the Song Sparrow. The pattern is industrial in character but also evocative of ripples in water.

FIGURE 6.14

Natural

The plant represents new growth. The growth of BelRed through development, transit, and creation of green spaces.

FIGURE 6.15



Industrial

The triangles, squares, and hard angles represent the industrial and modern aspects of the Corridor to the extreme.

FIGURE 6.16

6 Graphic Application

Examples of Wayfinding

Wayfinding should be inclusive to all ages with preferably some sort of interaction. Application should be identifiable but not dominating or “Disneyland-ish”, keeping to the context of each street type.

FIGURE 6.1

FIGURE 6.2

FIGURE 6.3

Examples of Pattern Applications

FIGURE 6.4

FIGURE 6.5

FIGURE 6.6

FIGURE 6.7

Graphic Application Possibilities

Manhole Cover

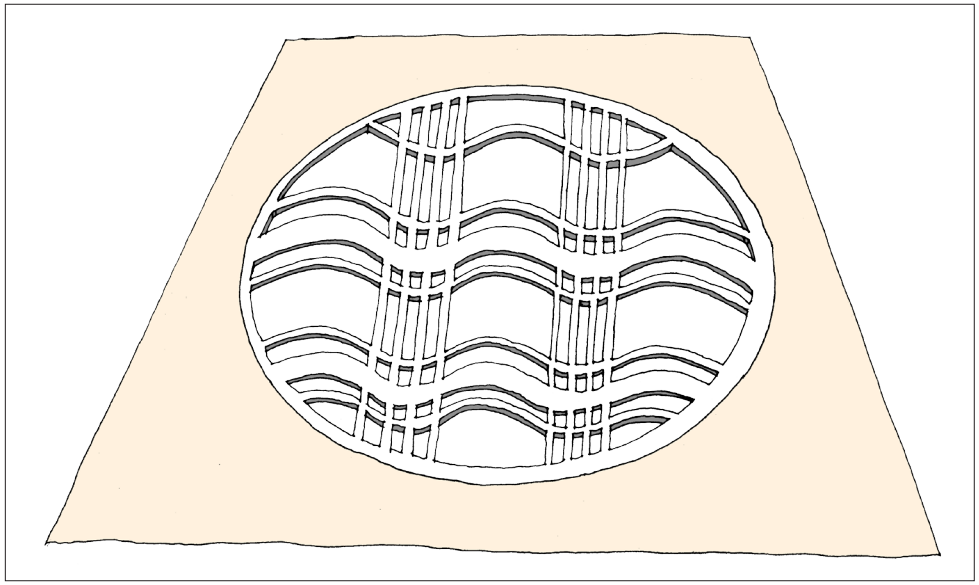


FIGURE 6.8

Wayfinding Kiosk

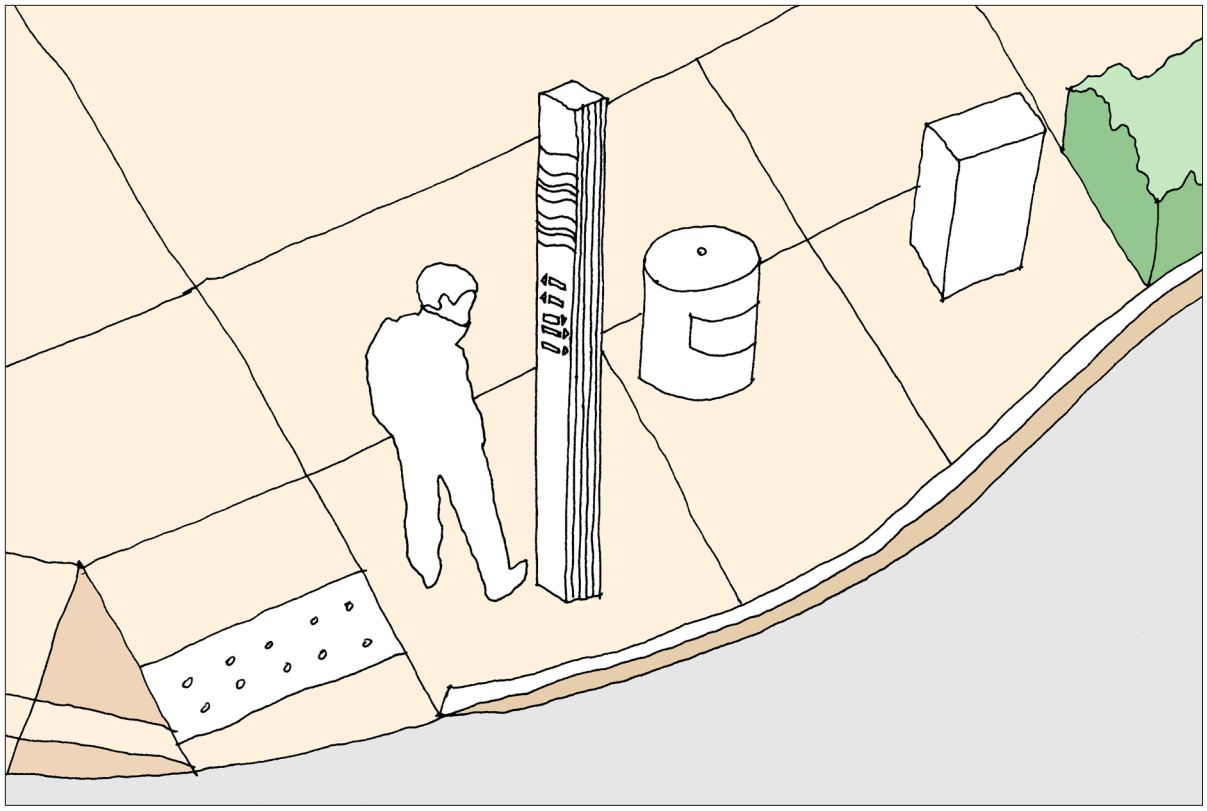


FIGURE 6.9

Sidewalk Inlay

The example shown below is just one way a BelRed graphic inlay could be applied to pavement in the Corridor. The diagrams below show other placement possibilities.

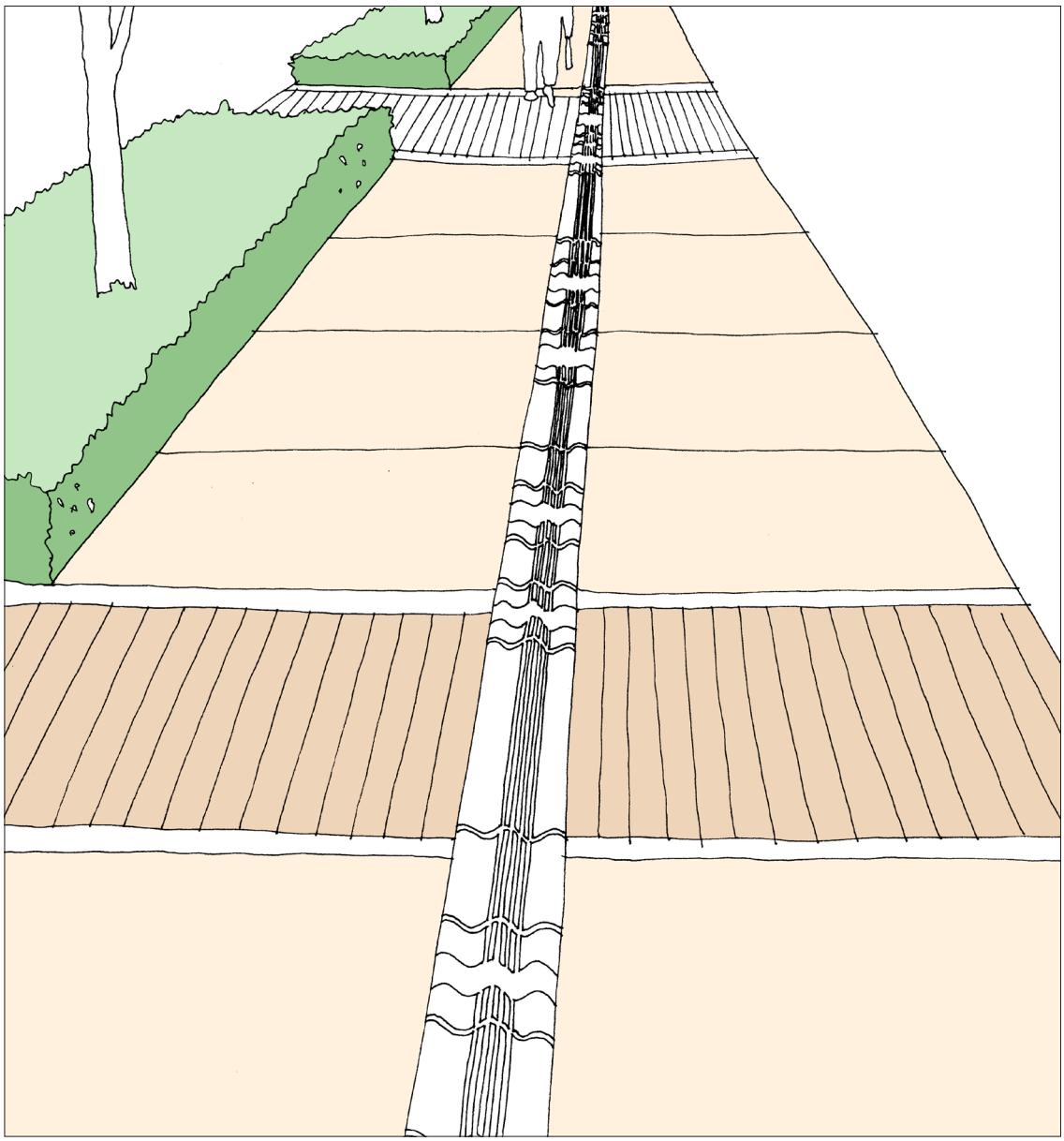


FIGURE 6.10

Green Streets

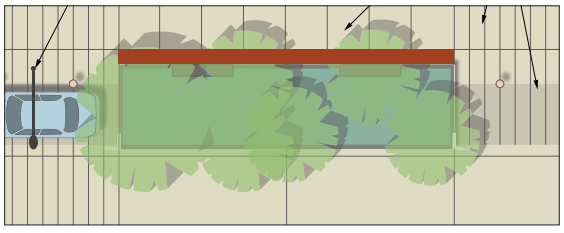


FIGURE 6.11

Retail Streets

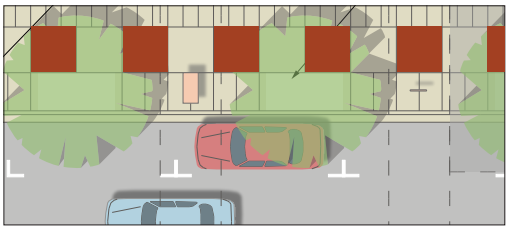


FIGURE 6.12

Walkway Wayfinding

These graphics could be a permanent inlay or a temporary application.

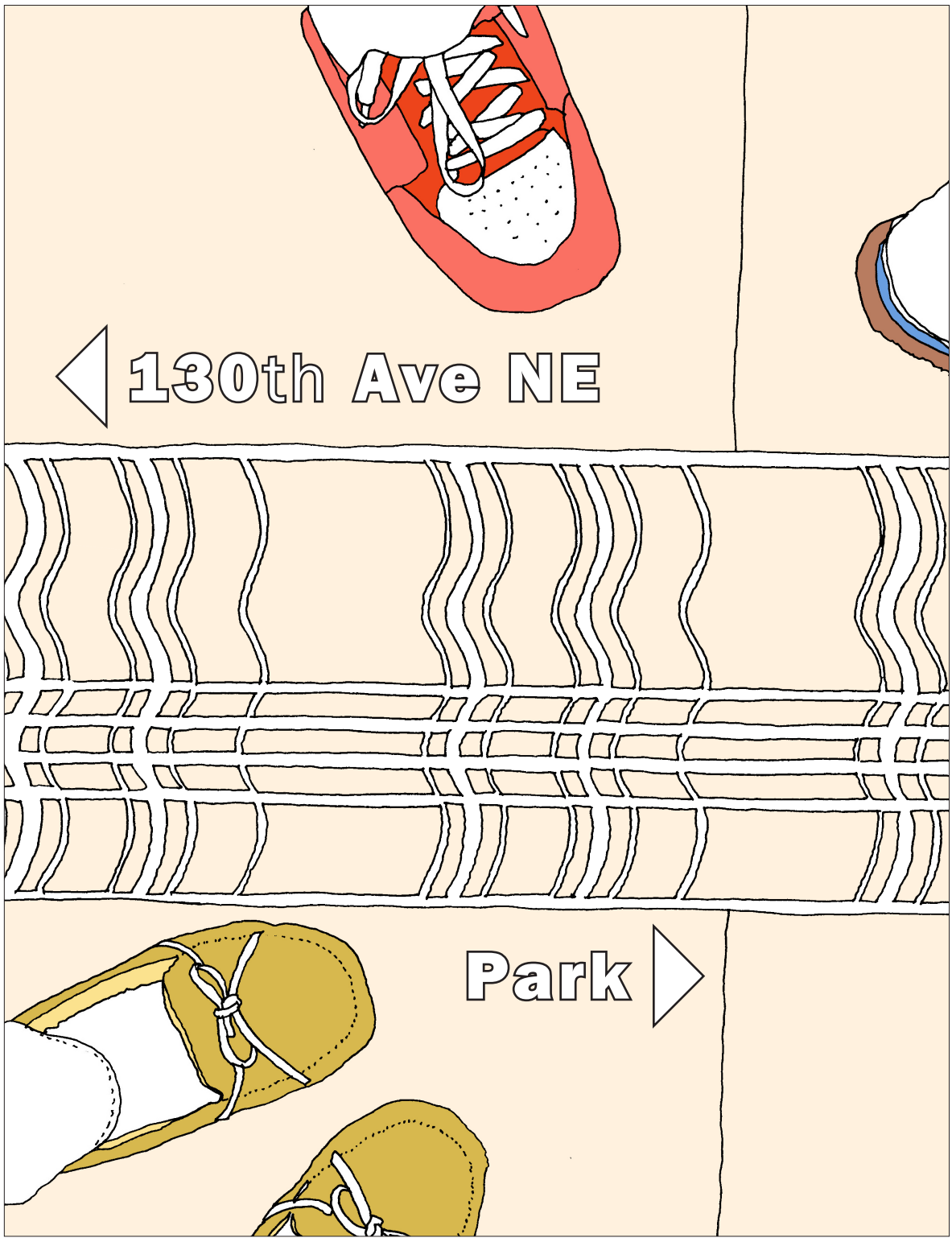


FIGURE 6.13

Stream Crossing and Guard Rails

Utilize BelRed wave pattern and add color to sidewalk cement

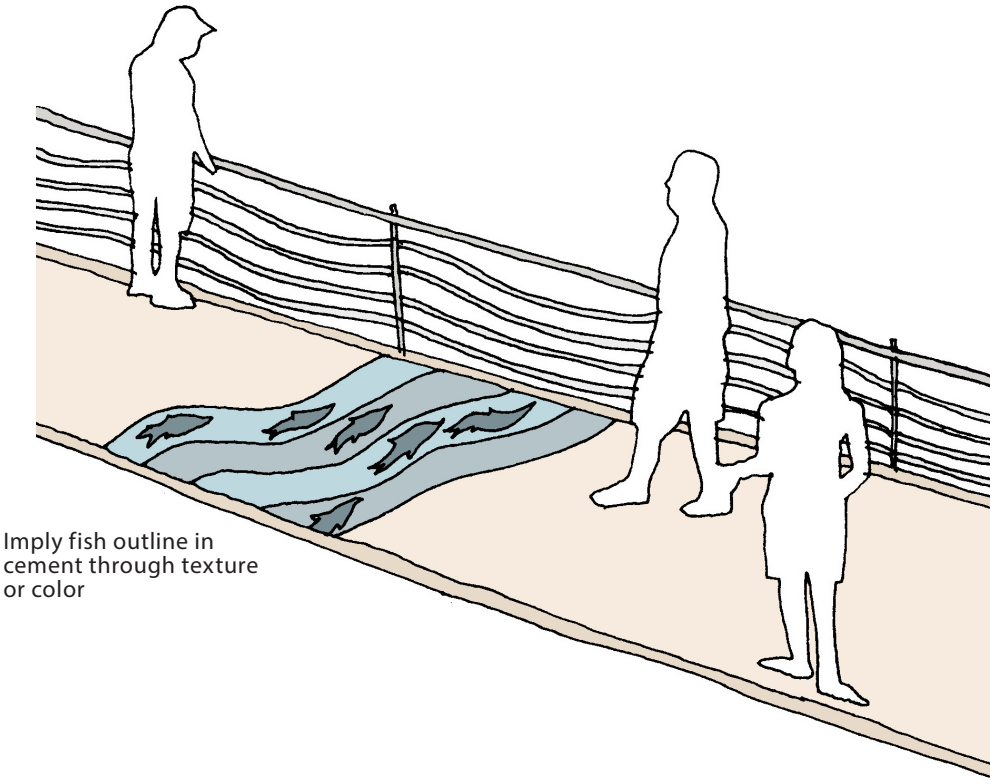


FIGURE 6.14

Walls

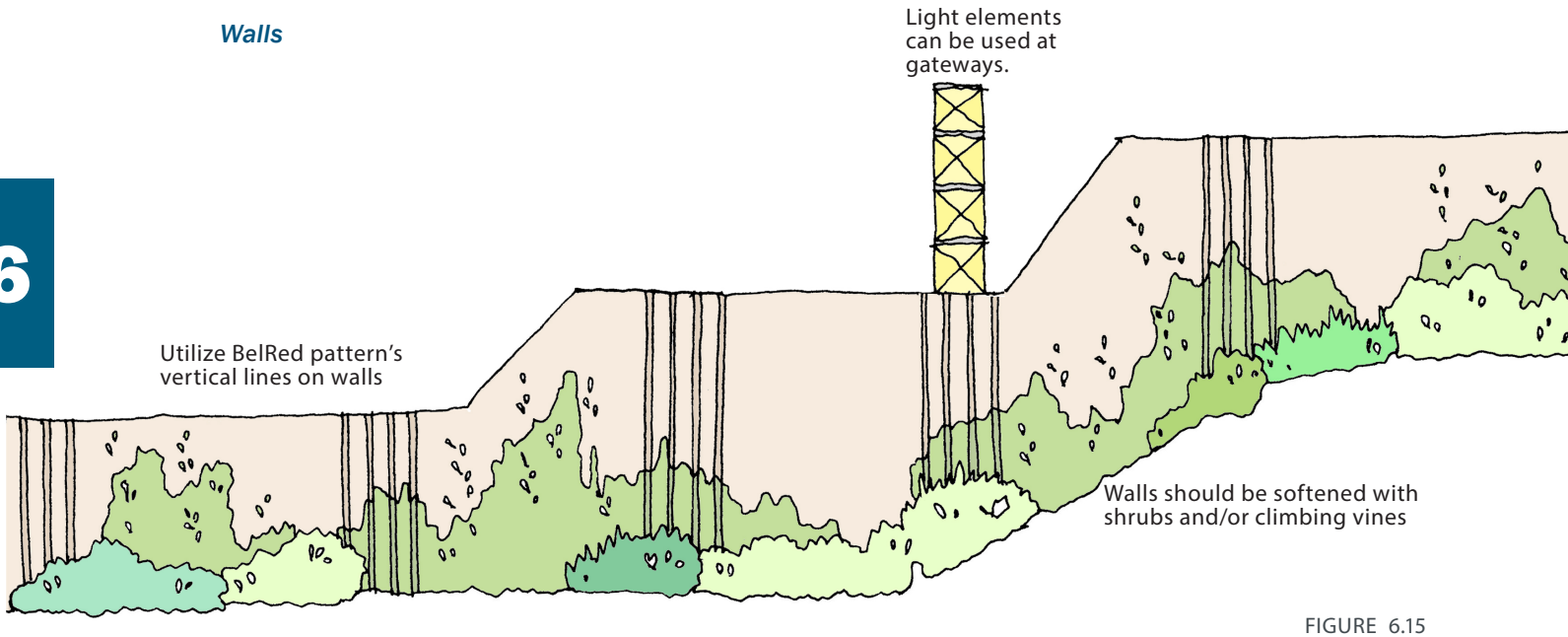


FIGURE 6.15

Sidewalks and Crosswalks

As pedestrians approach a crosswalk, patterns become more condensed to convey transition

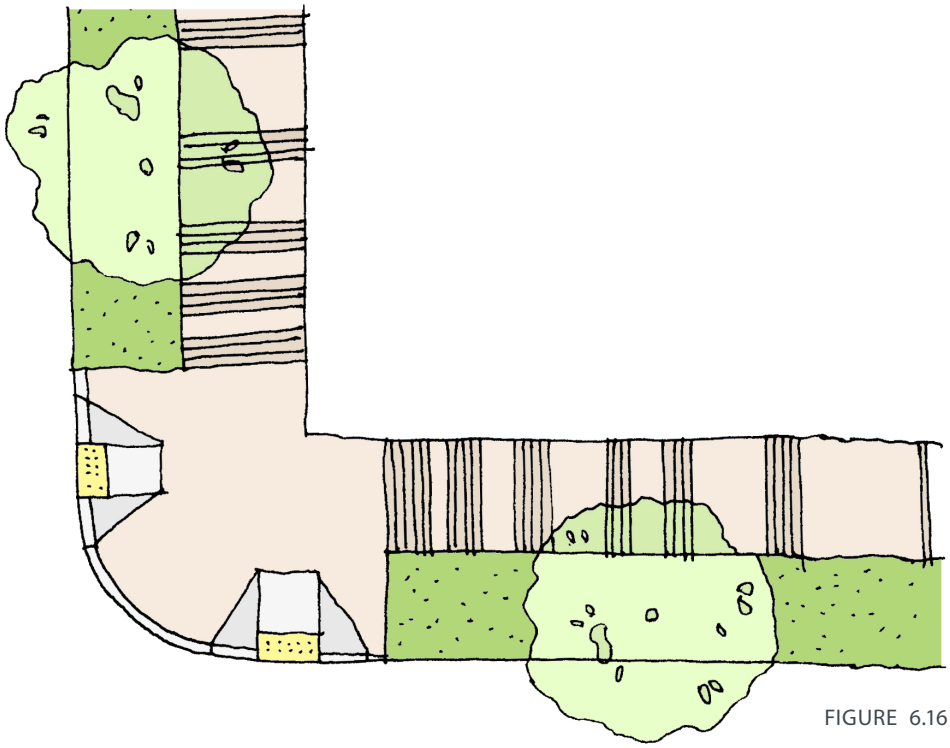
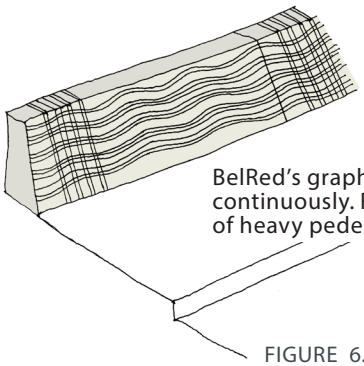


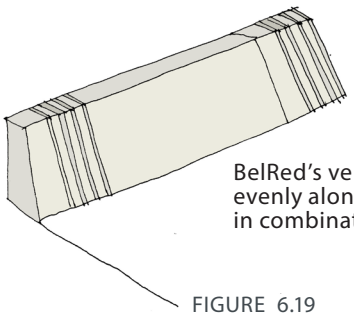
FIGURE 6.16

Barriers



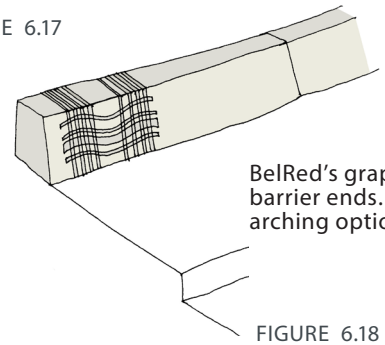
BelRed's graphic pattern continuously. Recommended for areas of heavy pedestrian traffic.

FIGURE 6.17



BelRed's vertical graphic spaced evenly along barrier. Recommended in combination with screening.

FIGURE 6.19



BelRed's graphic pattern occurring only at barrier ends. Recommended as an over-arching option for multiple scenarios.

FIGURE 6.18

6

Screening

Screening above barriers may have a translucent graphic or color.

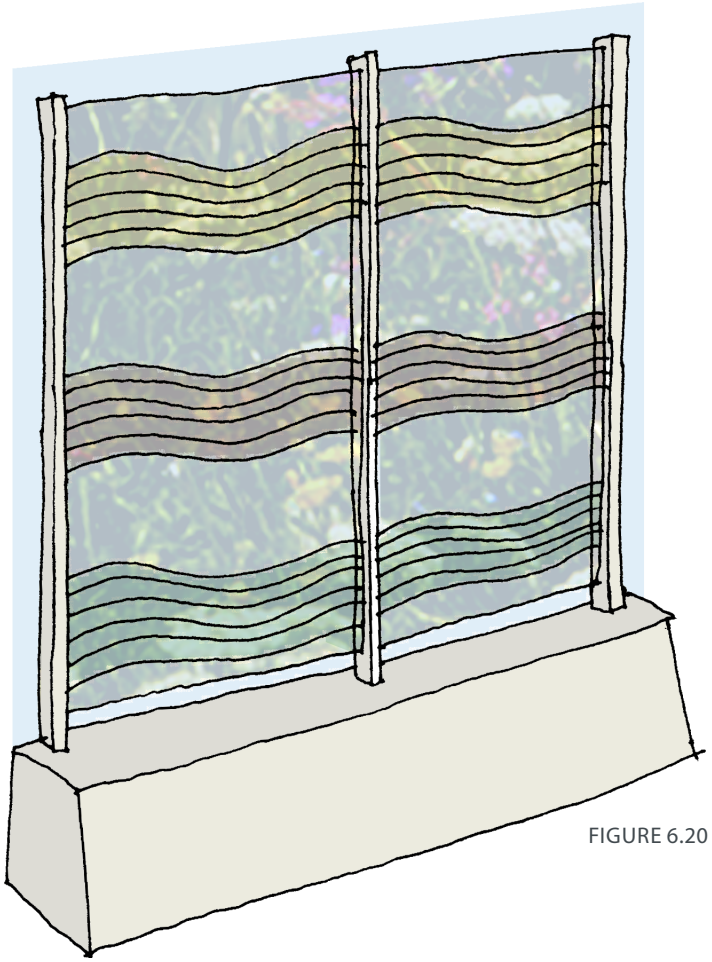


FIGURE 6.20

Bike Lanes Coloring

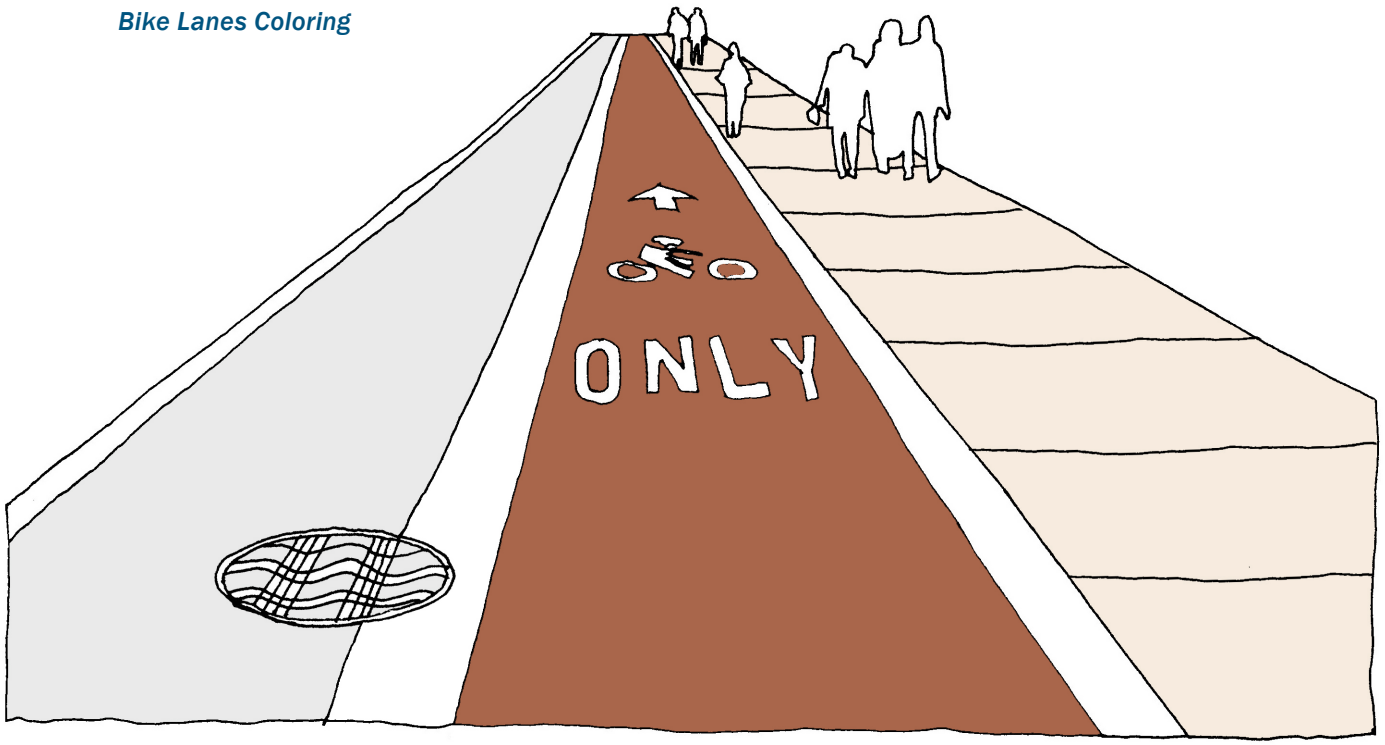


FIGURE 6.21

Bridges

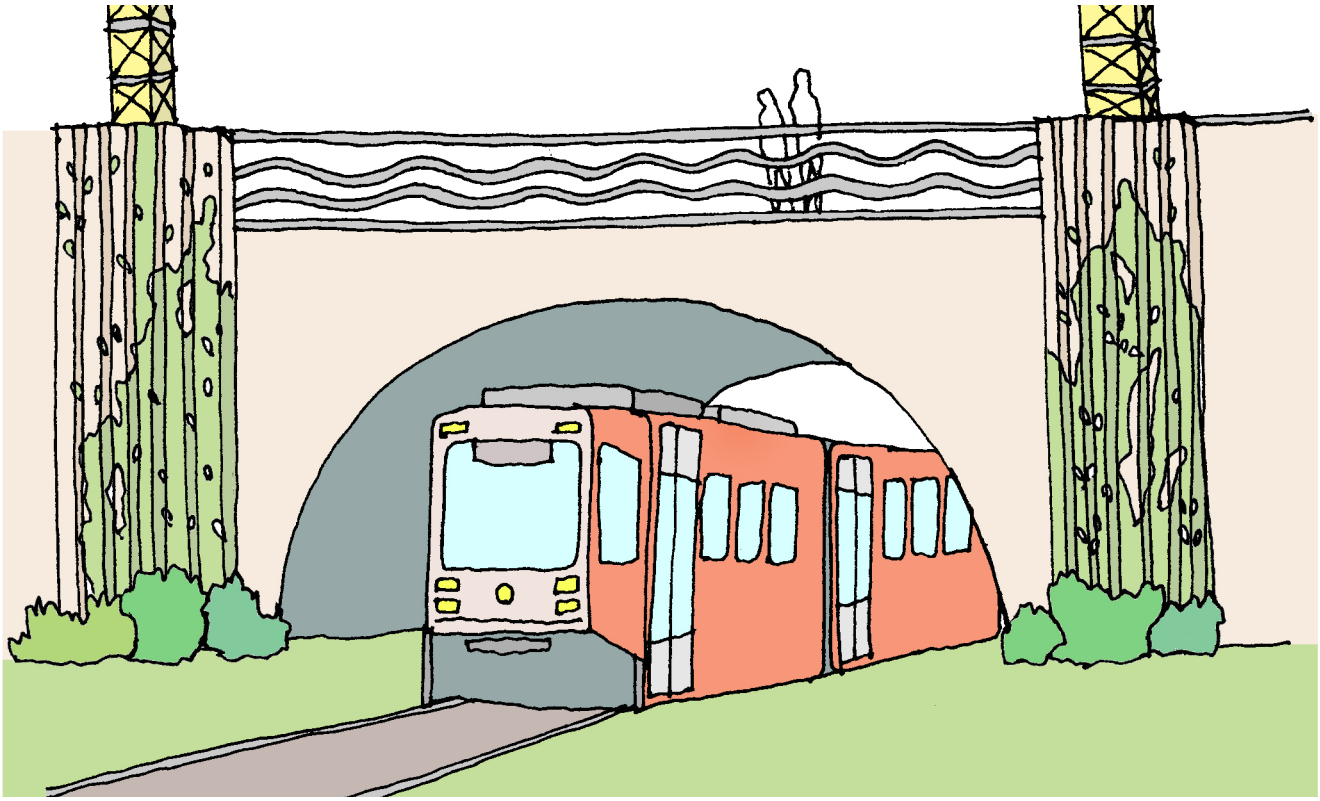


FIGURE 6.22

Landscape / Medians

Plant life should be considered over paved or cement elements. Plant life should be prominent in all elements of the streetscape from trees, to shrubs, to crawling vines for any type of wall. Also, plant life should be NW region based with low maintenance needs and seasonal colors.

S Colors

Colors: in Corridor-related graphics, or on materials that need to be painted or otherwise coated, colors should come from a traditional industrial range of color tones:

A MAIN

CMYK	25/85/100/18
RGB	163/63/31
PANTONE	1675 C
HTML	A33F1F

B SUPPORT

CMYK	28/48/71/72
RGB	88/69/40
PANTONE	462 C
HTML	584528

CMYK	56/0/42/0
RGB	114/206/155
PANTONE	346 C
HTML	72CE9B

CMYK	94/16/48/65
RGB	0/77/70
PANTONE	3302 C
HTML	004D46

C TONES

CMYK	10/0/0/90
RGB	77/79/83
PANTONE	COOL GREY 11 C
HTML	4D4F53

CMYK	23/17/13/41
RGB	139/141/142
PANTONE	COOL GREY 8 C
HTML	8B8D8E

CMYK	12/7/6/17
RGB	188/189/188
PANTONE	COOL GREY 4 C
HTML	BCBDBC

D HIGHLIGHTS

CMYK	0/70/100/6
RGB	225/109/34
PANTONE	1585 C
HTML	FF6D22

CMYK	0/15/100/6
RGB	242/175/0
PANTONE	7408 C
HTML	F2AF00

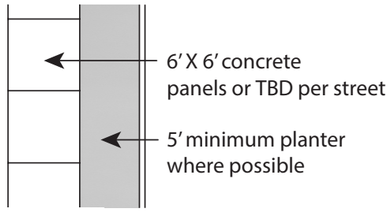
CMYK	100/19/8/46
RGB	0/91/130
PANTONE	308 C
HTML	005B82

CMYK	0/0/0/0
RGB	255/255/255
PANTONE	WHITE

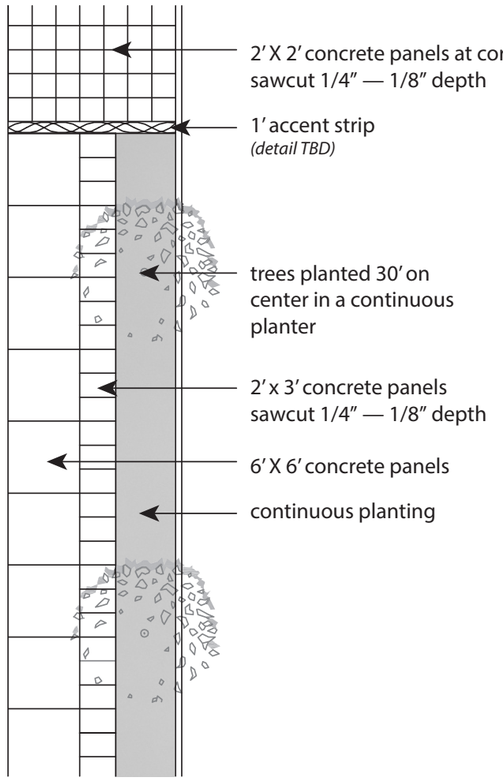
CMYK	0/0/0/100
RGB	37/44/38
PANTONE	BLACK 3 C
HTML	252C26

BelRed Sidewalk Standards (interim/permanent conditions as indicated)

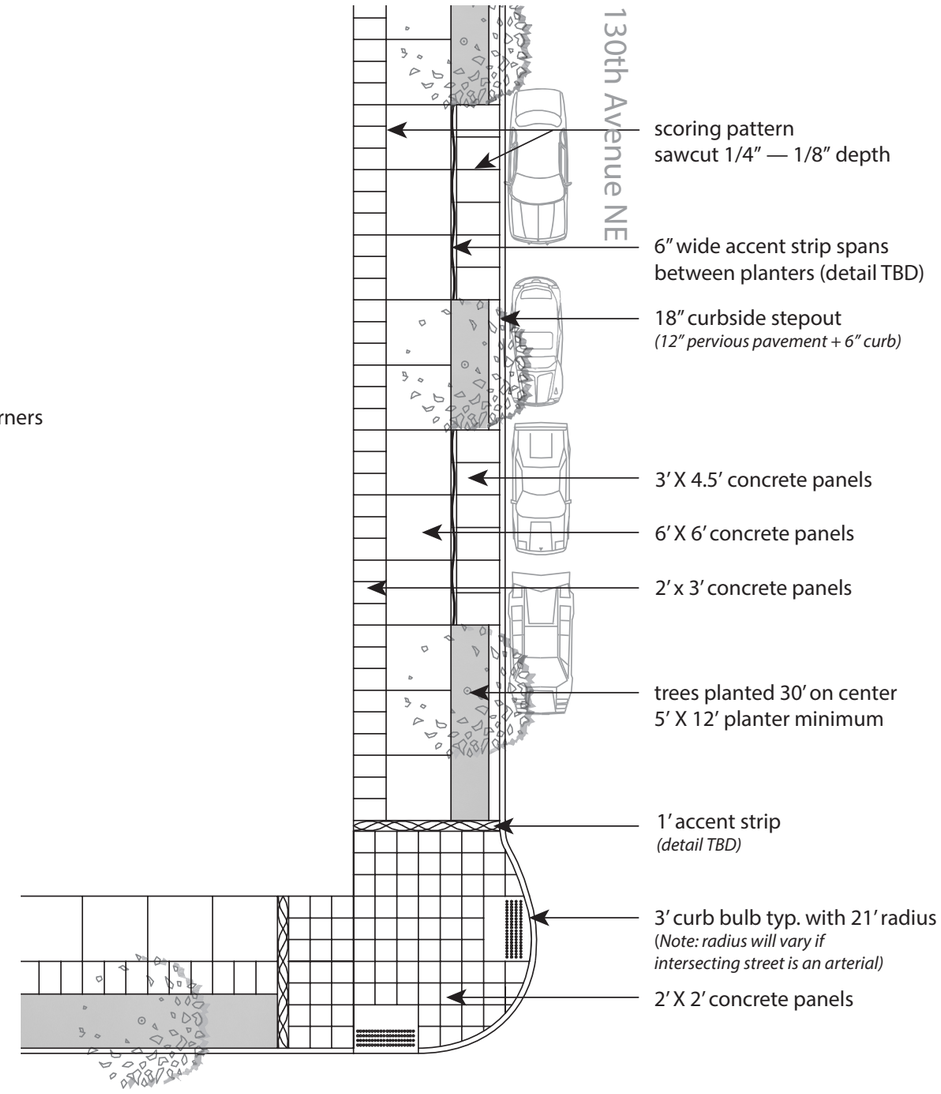
136th Place NE & NE 16th East of 132nd Ave NE



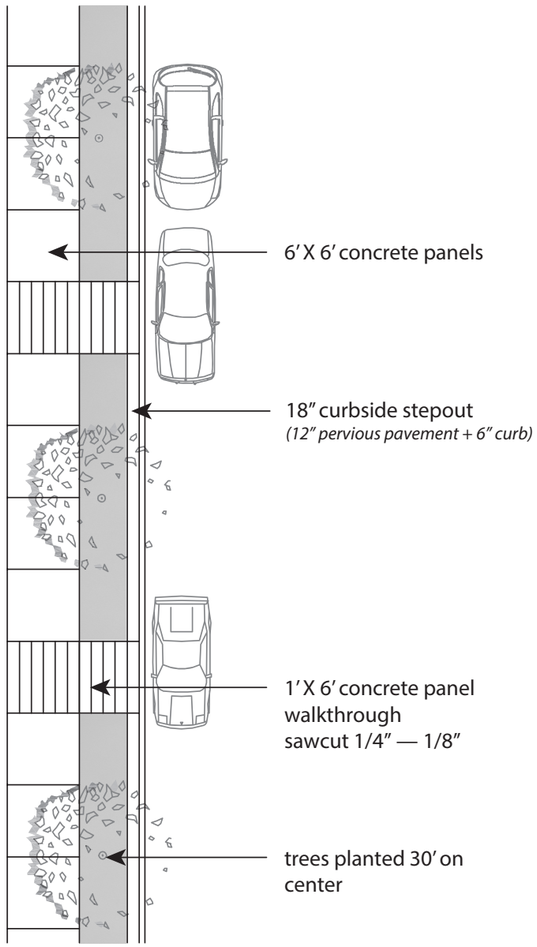
Arterial Street (permanent)



130th Ave NE (permanent)

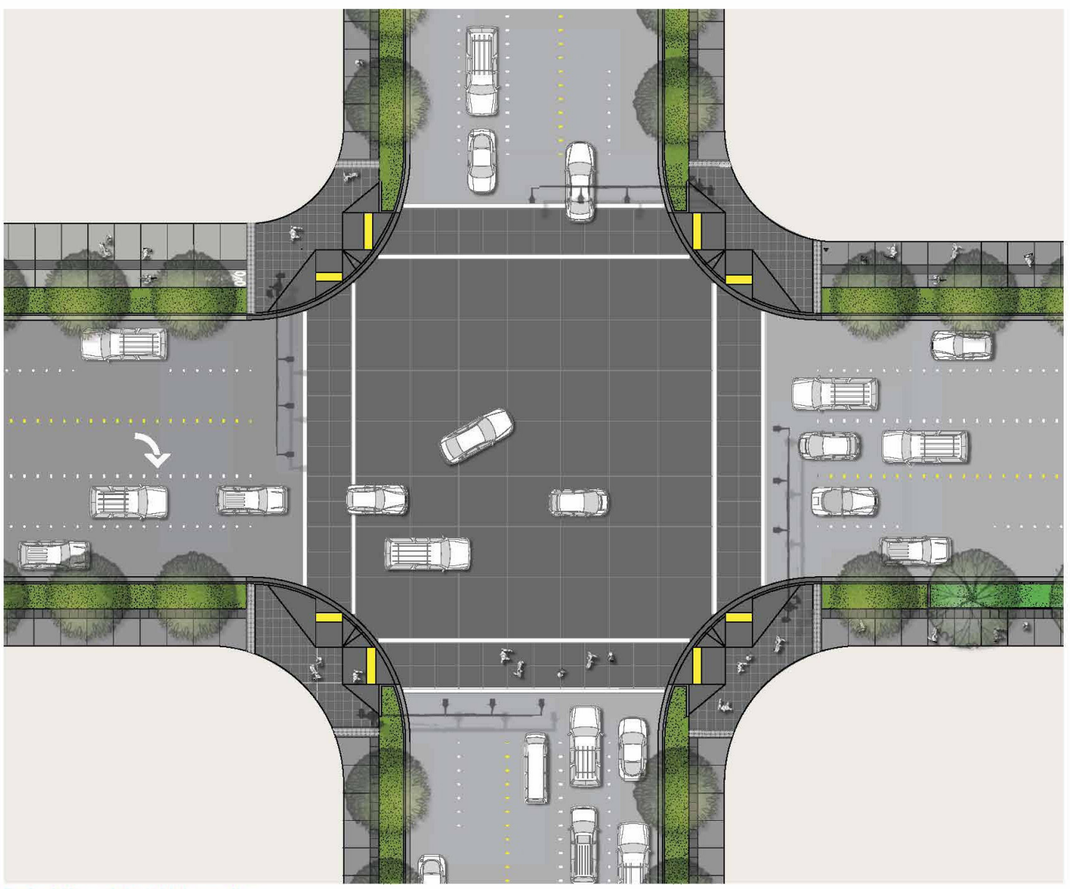


Local Street (permanent--detail not including mid-block crossing bumpouts)



BelRed Corridor Standards

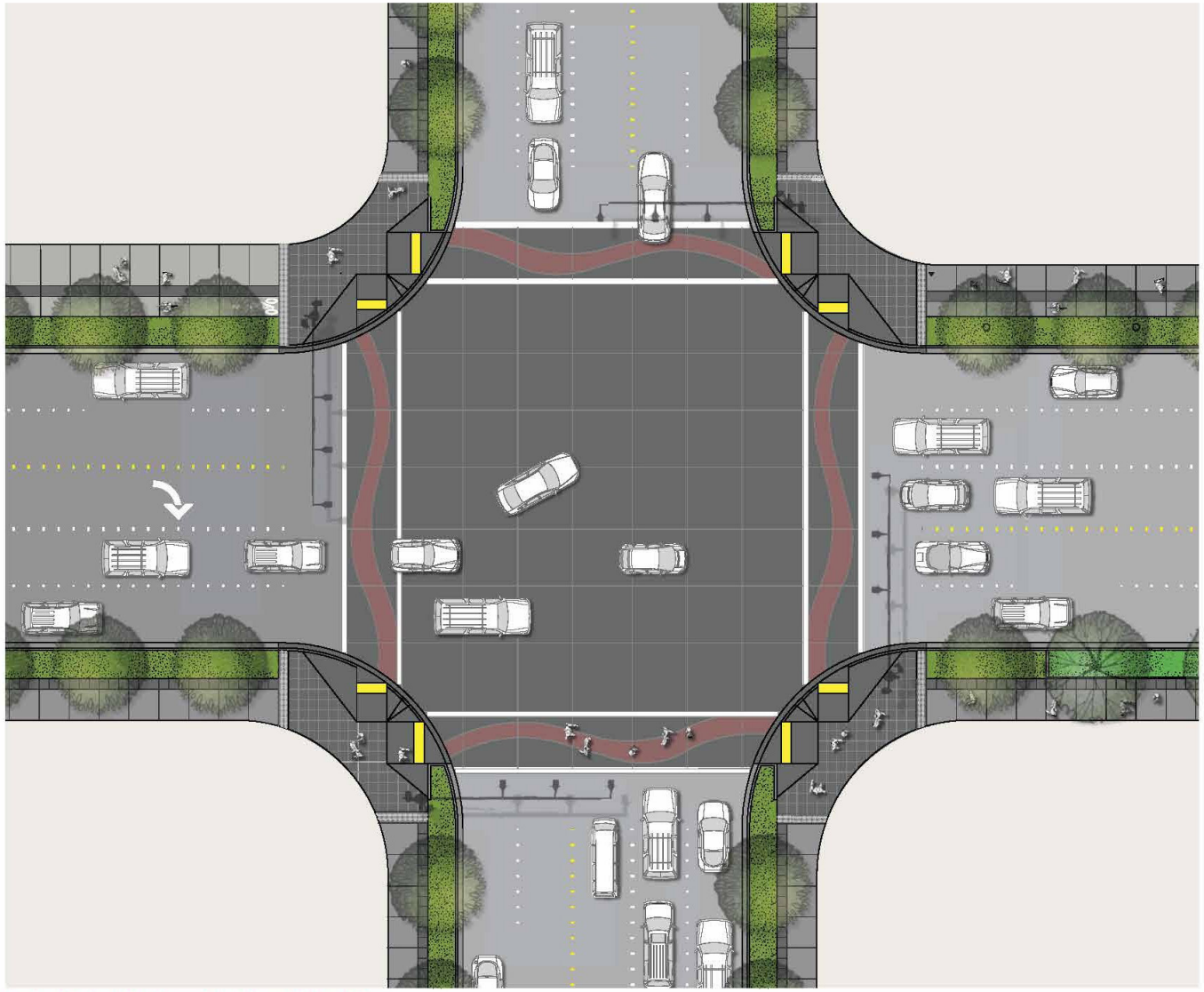
Typical Arterial Intersection Paving and Scoring Standards



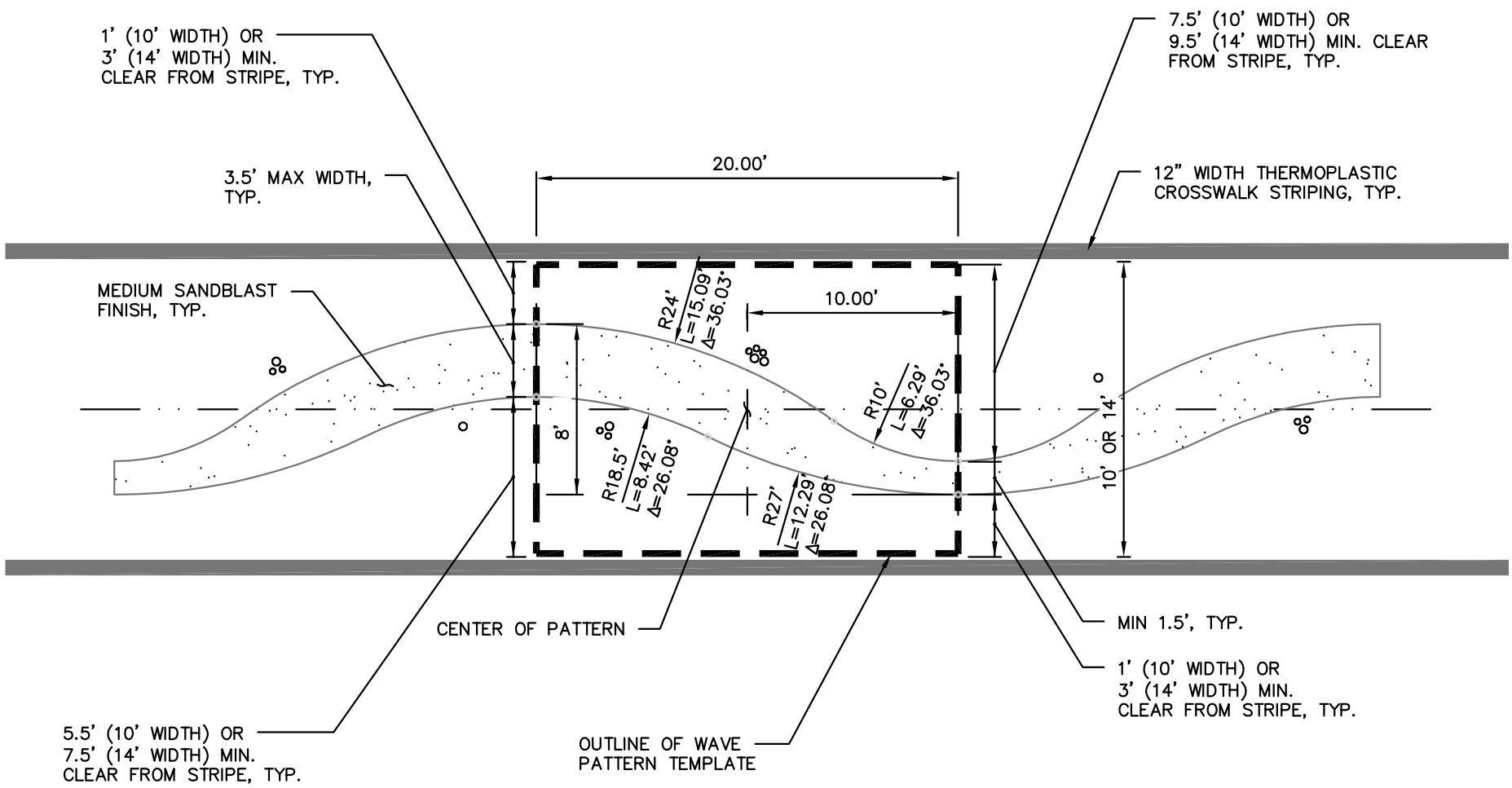
Typical Minor Arterial Intersection

BelRed Corridor Standards

Typical Arterial Intersection Paving and Scoring Standards



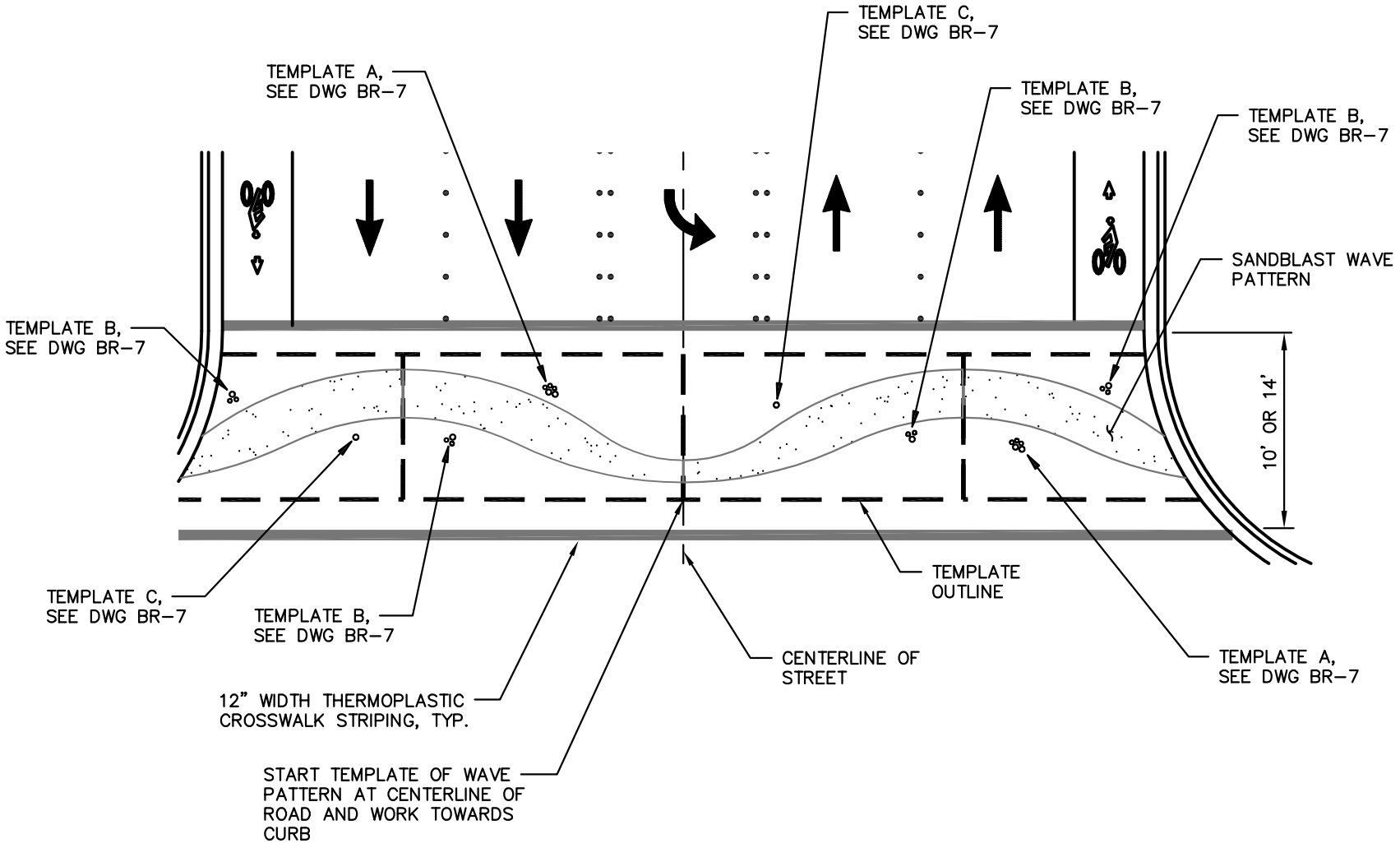
Typical Arterial Intersection Near Natural Area



City of Bellevue

CROSSWALK WAVE PATTERN DETAIL

DRAWING NUMBER	BR-4
SCALE	NONE
REVISION DATE	01/15
DEPARTMENT	TRANS

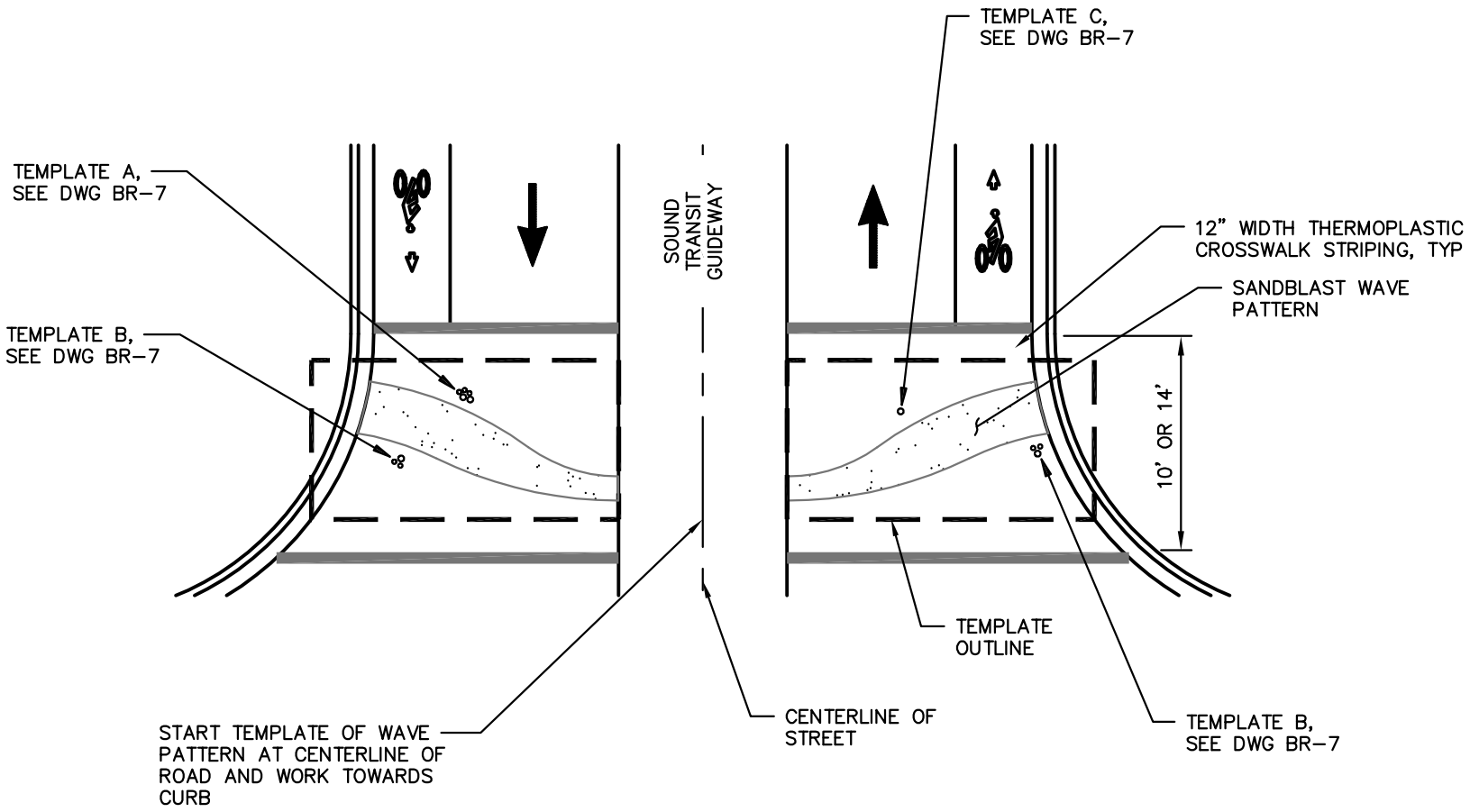


5 LANE SECTION

City of Bellevue

CROSSWALK WAVE TEMPLATE PLACEMENT DETAIL

DRAWING NUMBER	BR-5
SCALE	NONE
REVISION DATE	01/15
DEPARTMENT	TRANS

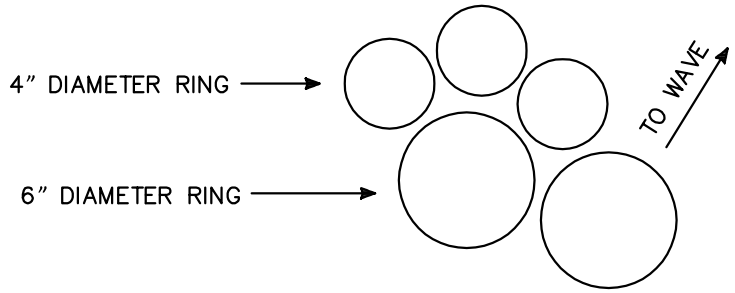


3 LANE SECTION

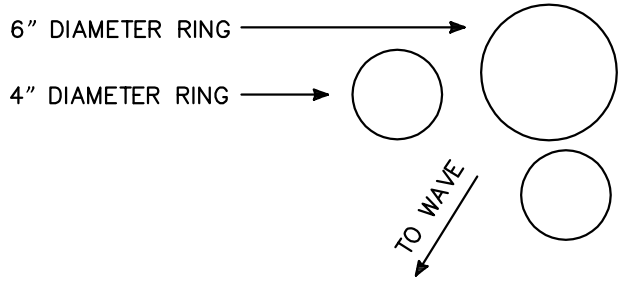
City of Bellevue

CROSSWALK WAVE TEMPLATE PLACEMENT DETAIL

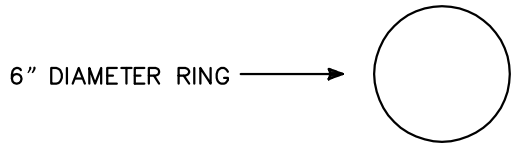
DRAWING NUMBER	BR-6
SCALE	NONE
REVISION DATE	01/15
DEPARTMENT	TRANS



STAMPED RING TEMPLATE A



STAMPED RING TEMPLATE B



STAMPKED RING TEMPLATE C

NOTES:

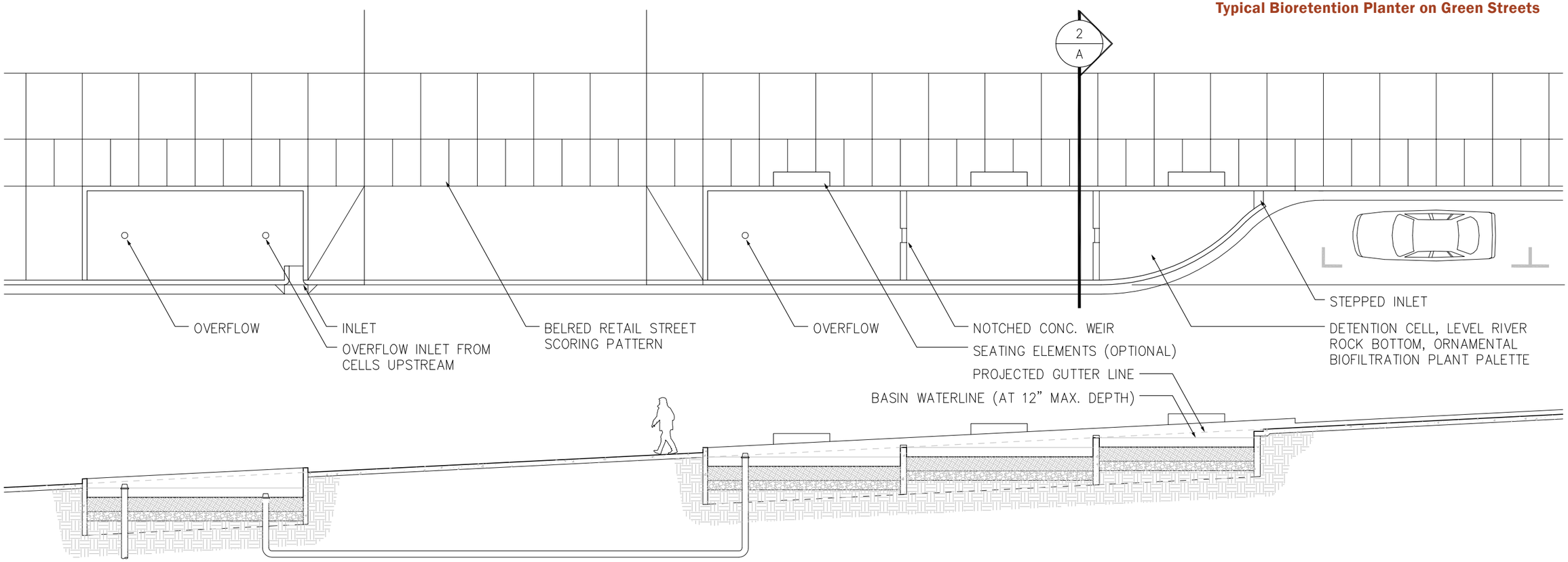
1. STAMPED TEMPLATE BETWEEN ONE AND TWO FEET FROM WAVE. FOR APPROXIMATE LOCATION SEE DRAWING 5 AND 6. LOCATION OF STAMP SHOULD BE OUTSIDE OF THE WHEEL PATH.
2. THICKNESS OF STAMPED RING NOT TO EXCEED ¼". DEPTH OF STAMPED RING NOT TO EXCEED ¼" INTO CONCRETE.
3. RING LOCATION TO BE DETERMINED BY THE ENGINEER.

City of Bellevue

CROSSWALK WAVE – STAMPED RING TEMPLATE

DRAWING NUMBER	BR–7
SCALE	NONE
REVISION DATE	01/15
DEPARTMENT	TRANS

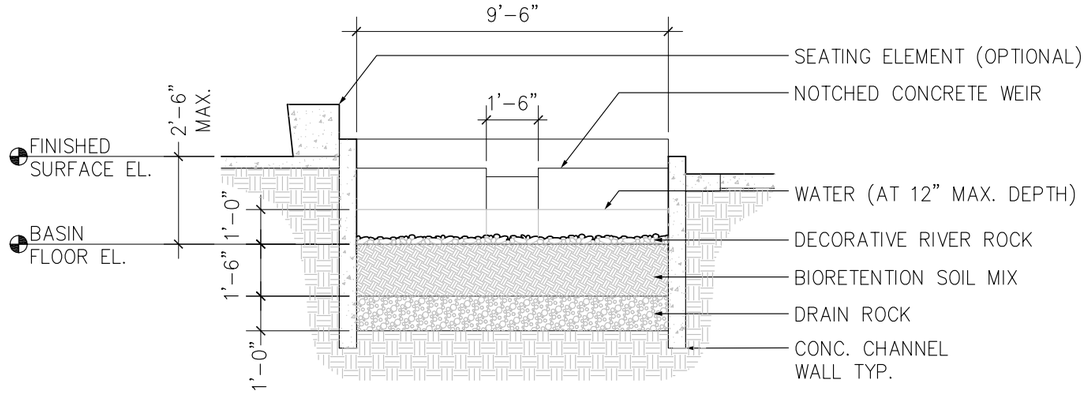
7



1/A PLAN/LONGITUDINAL SECTION, BIORETENTION PLANTERS, ALTERNATIVE 'A'

SCALE: 1" = 10'-0"

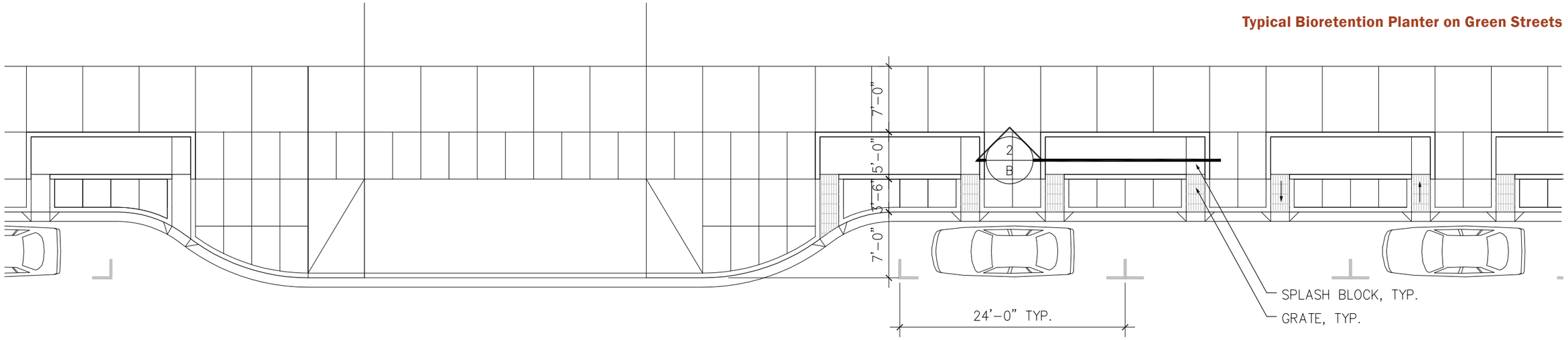
0' 5' 10' 20'



2/A TRANSVERSE SECTION, BIORETENTION PLANTERS, ALTERNATIVE 'A'

SCALE: 1/4" = 1'-0"

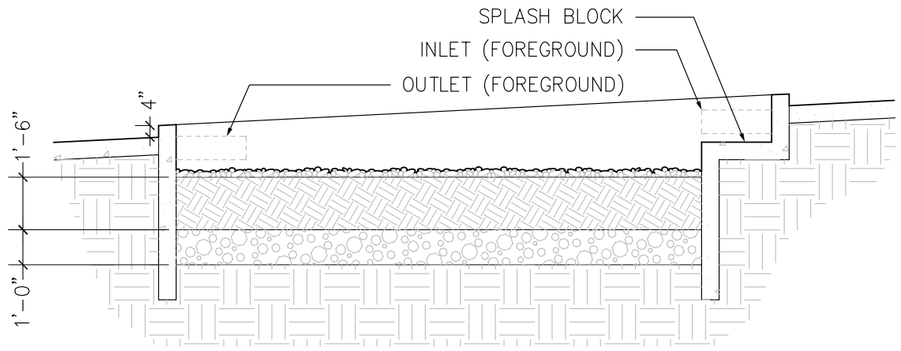
0' 2' 4' 8'



1/B PLAN, BIORETENTION PLANTERS, ALTERNATIVE 'B'

SCALE: 1" = 10'-0"

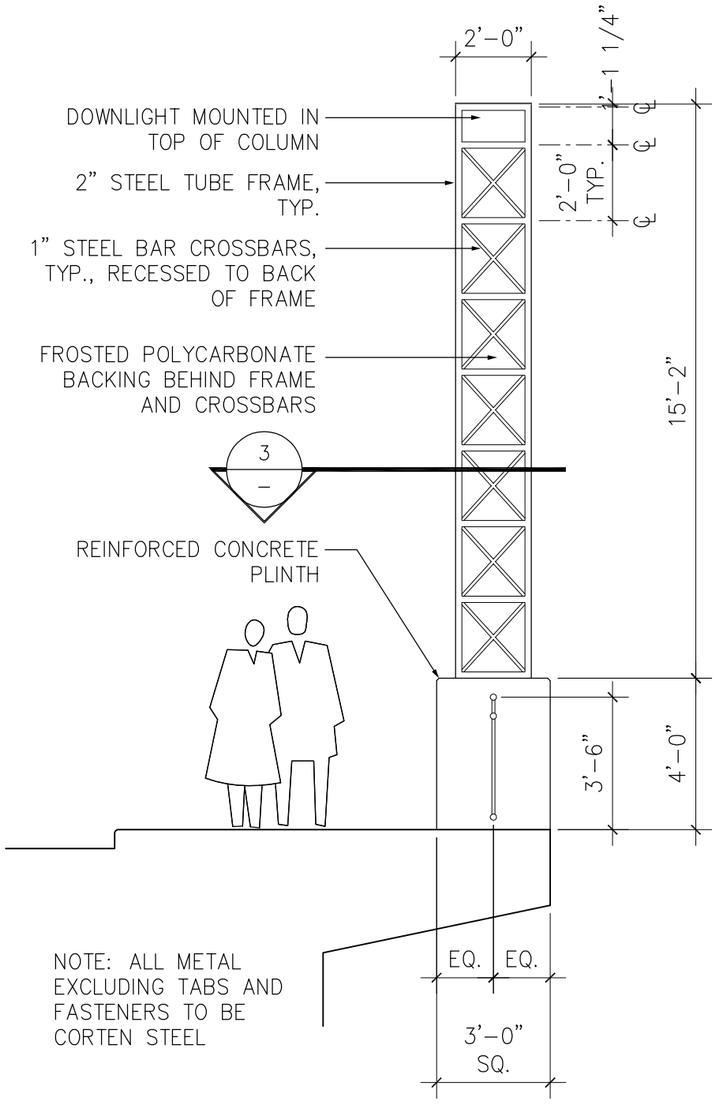
0' 5' 10' 20'



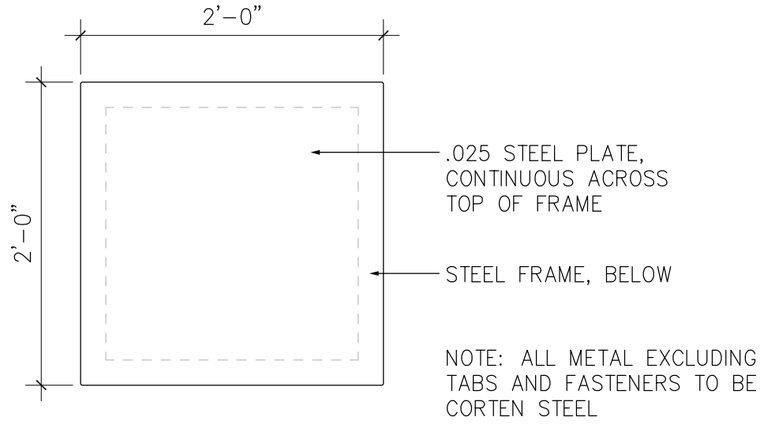
2/B LONGITUDINAL SECTION, BIORETENTION PLANTERS, ALTERNATIVE 'B'

SCALE: 1/4" = 1'-0"

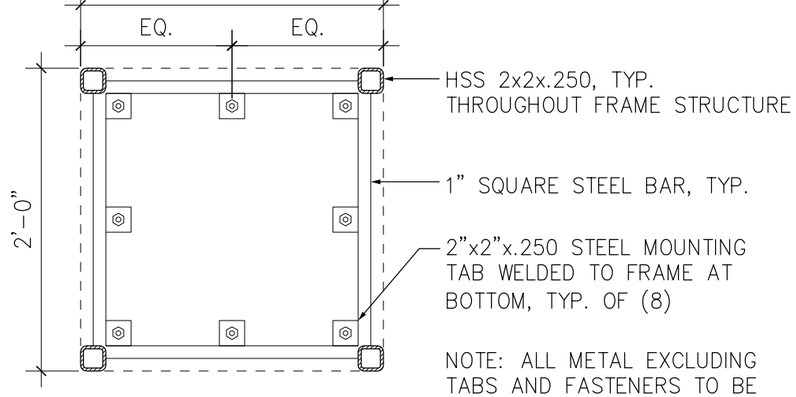
0' 2' 4' 8'



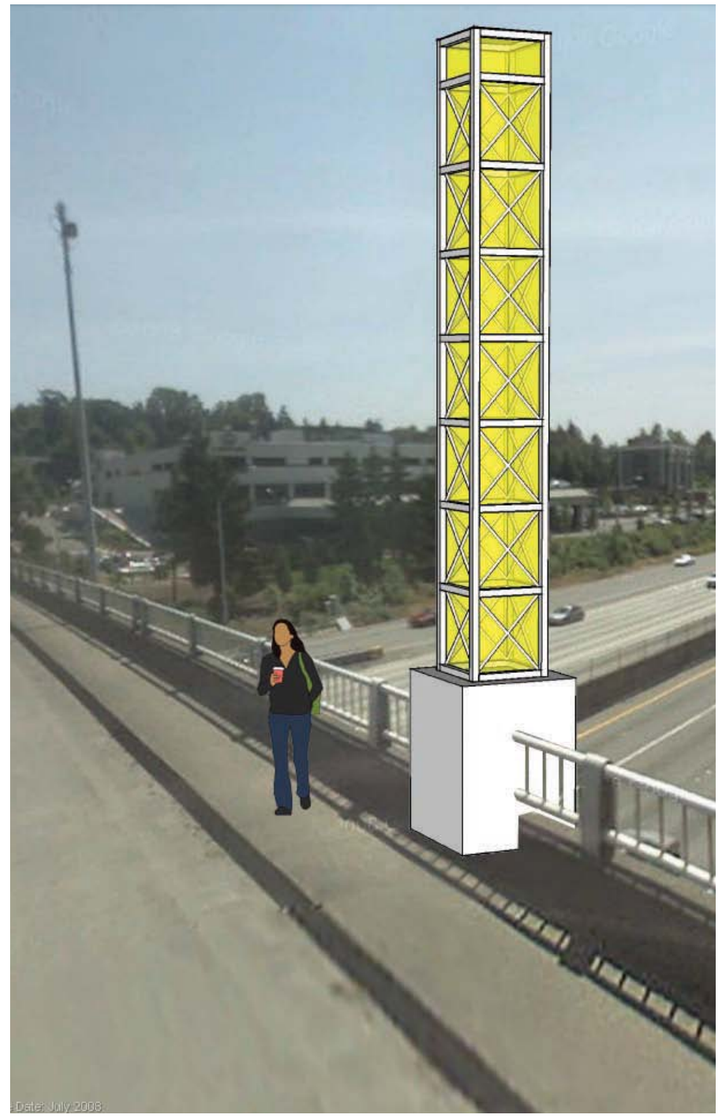
1 – ELEVATION – GATEWAY ELEMENT
SCALE: 1/4" = 1'–0"



2 – PLAN – GATEWAY MARKER
SCALE: 1" = 1'–0"



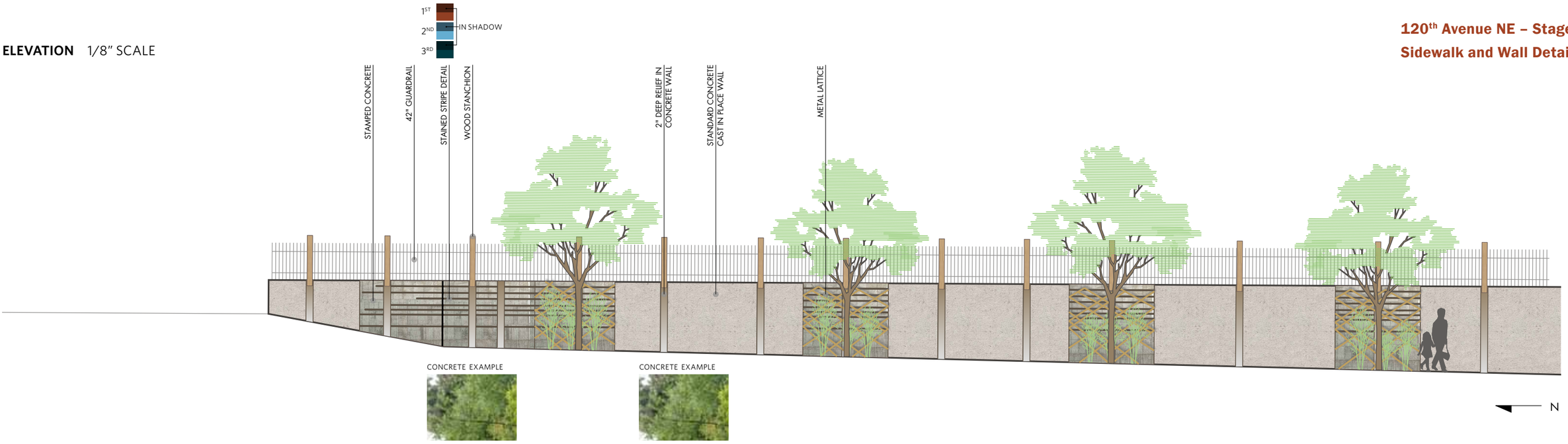
3 – SECTION – GATEWAY MARKER
SCALE: 1" = 1'–0"



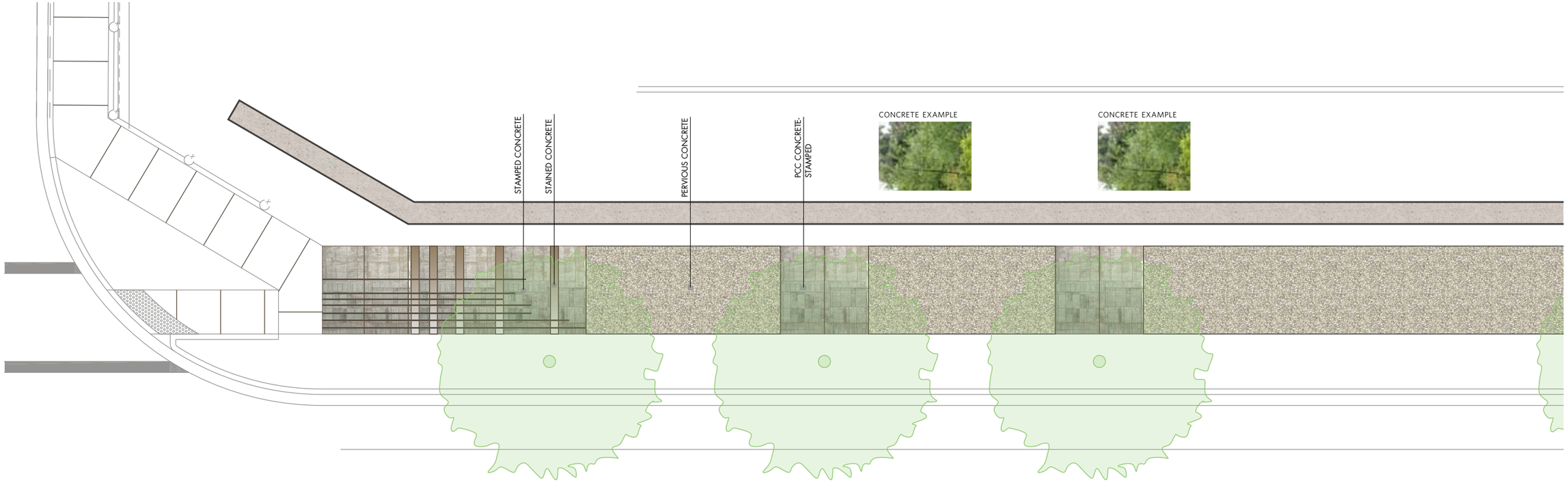
4 – PERSPECTIVE – GATEWAY MARKER
SCALE: 1/8" = 1'–0"

120th Avenue NE – Stage 1
Sidewalk and Wall Details

ELEVATION 1/8" SCALE



PLAN 1/8" SCALE



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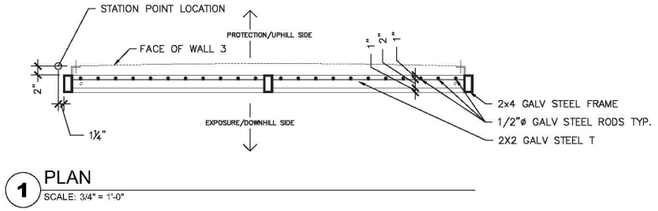
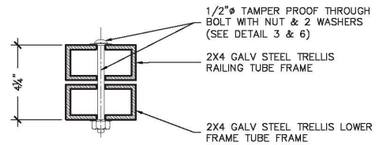


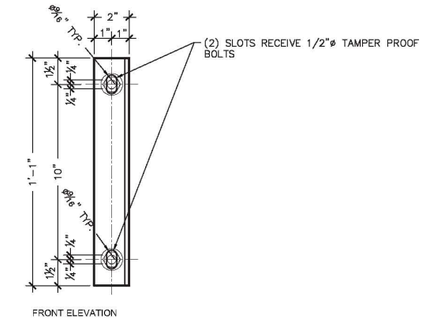
1 PLAN
SCALE: 3/4" = 1'-0"



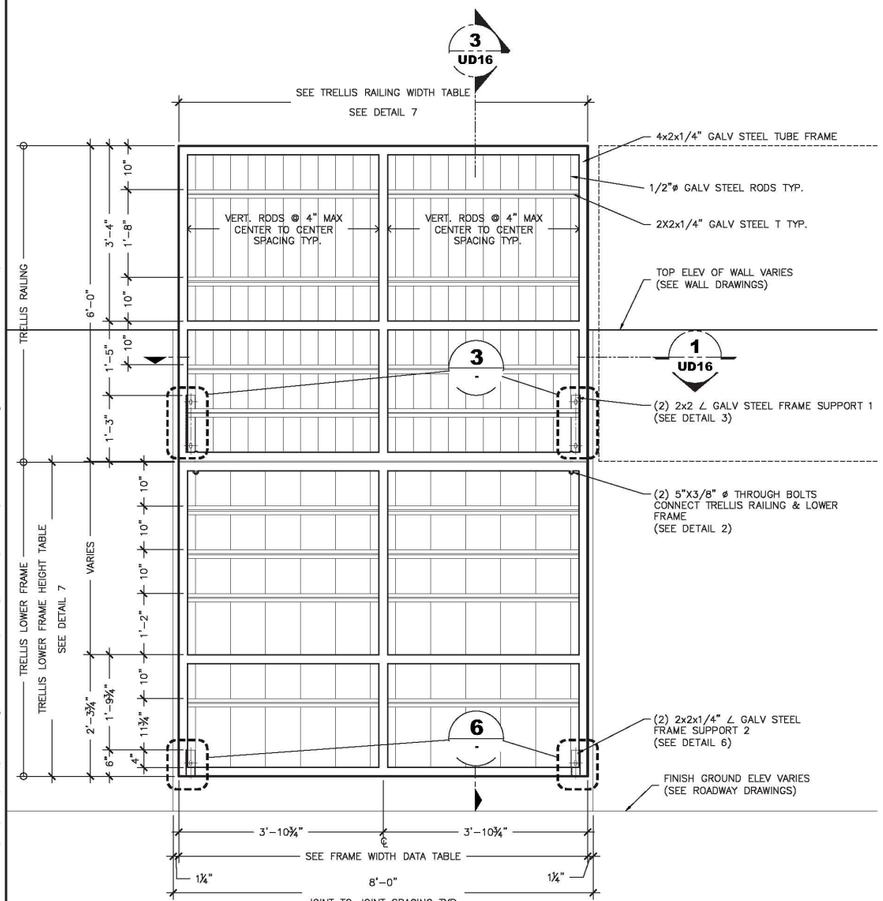
2 RAILING TO LOWER FRAME CONNECTION
SCALE: 3" = 1'-0"

GENERAL NOTES:

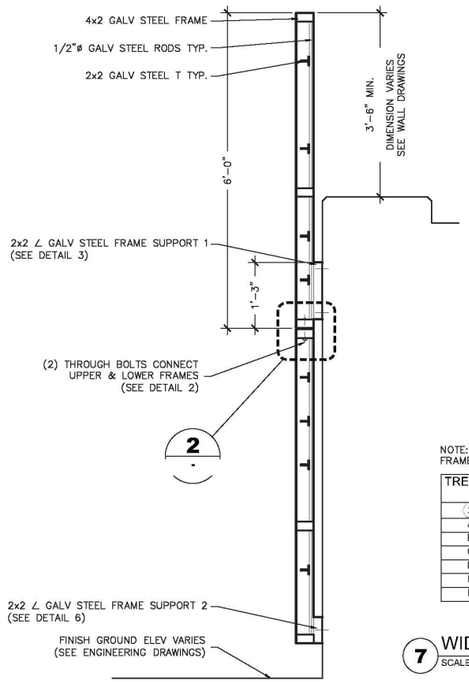
1. SEE WALL DRAWINGS FOR WALL LOCATION WITHIN PROJECT.
2. ALL RAILING ELEMENTS AND ASSEMBLIES TO BE GALV STEEL FINISH UNLESS OTHERWISE NOTED. SEE SPECIFICATION.
3. ALL VERTICAL ROD ARRAYS TO BE CENTERED BETWEEN 2X4 STEEL TUBE FRAME VERTICALS
4. FOR WALL DETAILS SEE WALL DRAWINGS (SEE SHEET W00–W17)



3 FRAME SUPPORT 1
SCALE: 3" = 1'-0"



4 FRONT ELEVATION (EXPOSURE SIDE)
SCALE: 3/4" = 1'-0"



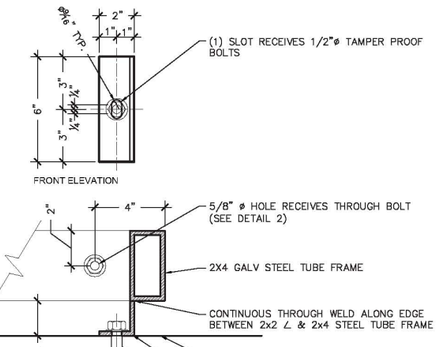
5 TRELLIS RAIL SECTION
SCALE: 3/4" = 1'-0"

NOTE: SEE SHEET UD11 FOR TRELLIS/RAILING & LOWER FRAME LOCATIONS.

TRELLIS FRAME WIDTH TABLE	
X	WIDTH
A	6'–7 3/16"
B	7'–7 1/2"
C	7'–3/8"
D	0'–9 1/2"
E	3'–0 1/2"
F	6'–9 1/8"

TRELLIS LOWER FRAME HEIGHT TABLE	
X	HEIGHT
A	4'–6"
B	5'–6"
C	5'–6"
D	6'–0"
E	5'–0"
F	4'–6"
G	1'–11 1/4"

7 WIDTH & HEIGHT DIMENSION TABLES
SCALE: 3" = 1'-0"



6 FRAME SUPPORT 2
SCALE: 3" = 1'-0"

NO.	DATE	BY	APPR.	REVISIONS
				70% SUBMITTAL
				PRELIMINARY
				NOT FOR CONSTRUCTION

Approved By

TRAFFIC ENGINEERING MANAGER — DATE

PROJECT MANAGER — DATE

SPM/JO 12/12/2011 DESIGNED BY DATE
SPM 06/05/2012 DRAWN BY DATE
JO 06/05/2012 CHECKED BY DATE

City of Bellevue
TRANSPORTATION DEPARTMENT

MAKERS architecture · planning · urban design

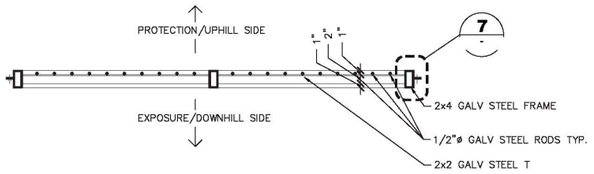
NE 4TH ST / 120TH AVE NE CORRIDOR PROJECT
NE 7TH ST TO NE 12TH ST

URBAN DESIGN
WALL 3 VINE TRELLIS/RAILING DETAILS

UD16 SHT ____ OF ____

S:\Jobs\10\1024 Bellevue 120th Ave NE\Graphics\CAD\from ProjectSolve Site\CADD\SHEETS\MAKERS\B120S2-UD16.dwg Jun 06, 2012 - 1:41pm

7

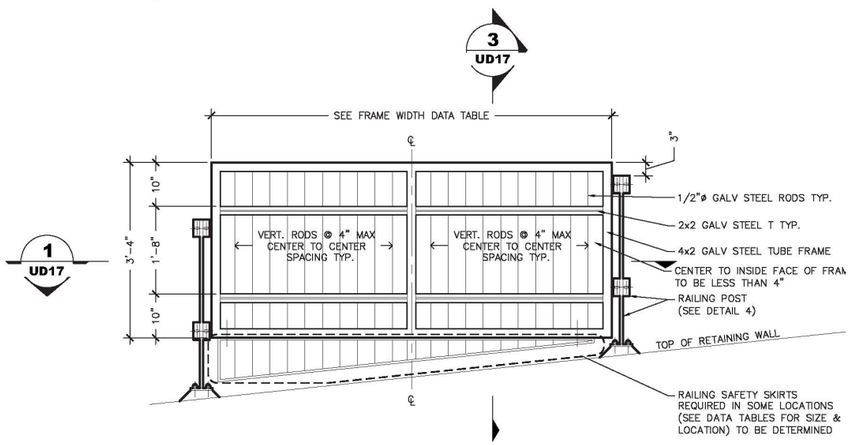


1 RAILING PLAN
SCALE: 3/4" = 1'-0"

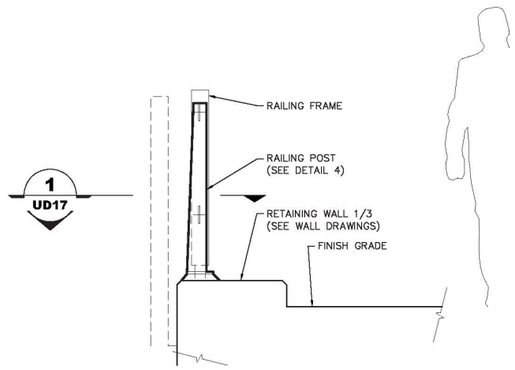
GENERAL NOTES:

1. SEE WALL DRAWINGS FOR WALL LOCATION WITHIN PROJECT
2. ALL RAILING ELEMENTS AND ASSEMBLIES TO BE GALV STEEL FINISH UNLESS OTHERWISE NOTED. SEE SPECIFICATION
3. ALL VERTICAL ROD ARRAYS TO BE CENTERED BETWEEN 2X4 STEEL TUBE FRAME VERTICALS
4. FOR WALL DETAILS SEE WALL DRAWINGS (SEE SHEET W00–W17)

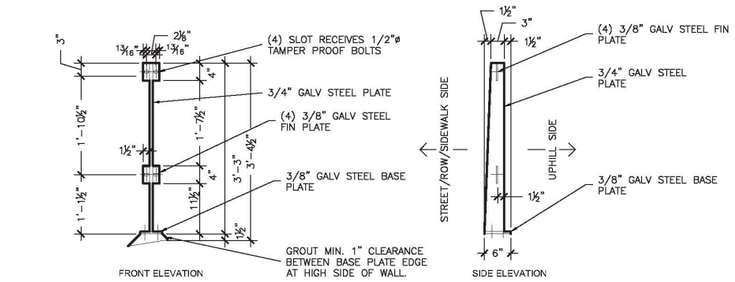
RAILING FRAME WIDTH TABLE	
Ⓧ	WIDTH
A	6'–7 3/16"
B	7'–7 1/2"
C	7'–3/8"
D	0'–9 1/2"
E	3'–0 1/2"
F	6'–9 1/8"



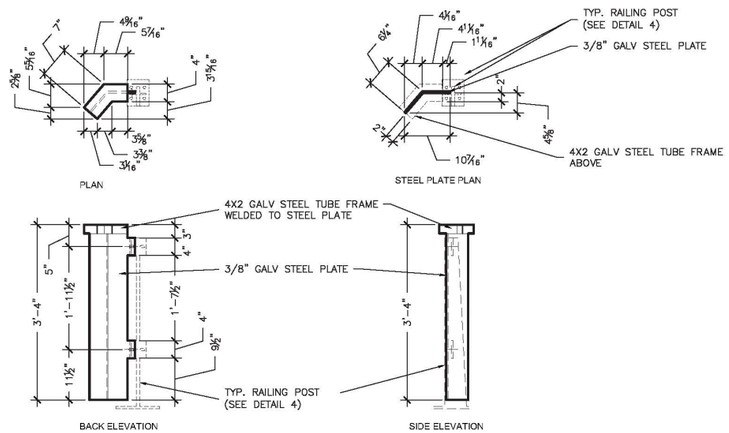
2 TYPICAL RAILING FRONT ELEVATION
SCALE: 3/4" = 1'-0"



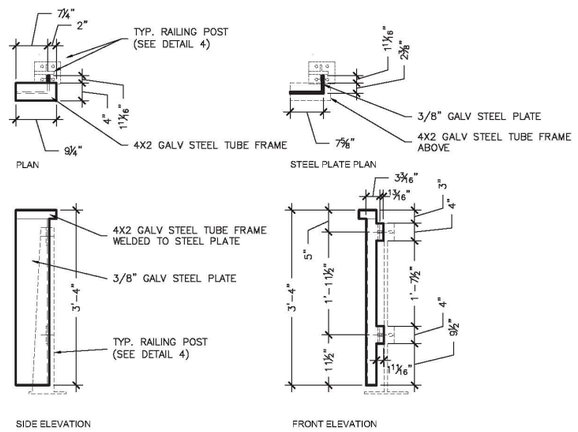
3 TYPICAL RAILING SECTION
SCALE: 3/4" = 1'-0"



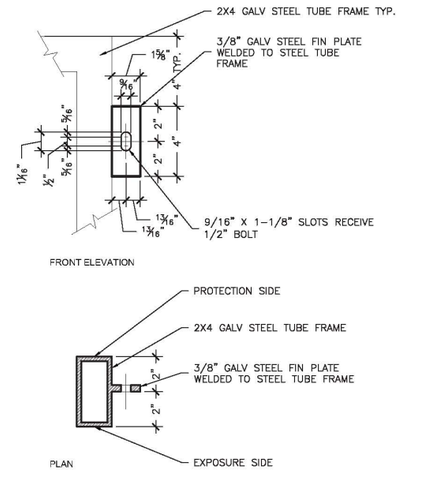
4 RAILING POST
SCALE: 3/4" = 1'-0"



5 RAILING CORNER FRAME 01
SCALE: 3/4" = 1'-0"



6 RAILING CORNER FRAME 02
SCALE: 3/4" = 1'-0"



7 STEEL TUBE FRAME FIN PLATE
SCALE: 3" = 1'-0"

NO.	DATE	BY	APPR.	REVISIONS

70% SUBMITTAL

PRELIMINARY

NOT FOR CONSTRUCTION

Approved By

TRAFFIC ENGINEERING MANAGER — DATE

PROJECT MANAGER — DATE

SPM/JO	12/12/2011	DATE
DESIGNED BY		DATE
SPM	06/05/2012	DATE
DRAWN BY		DATE
JO	06/05/2012	DATE
CHECKED BY		DATE

City of Bellevue
TRANSPORTATION DEPARTMENT

MAKERS architecture · planning · urban design

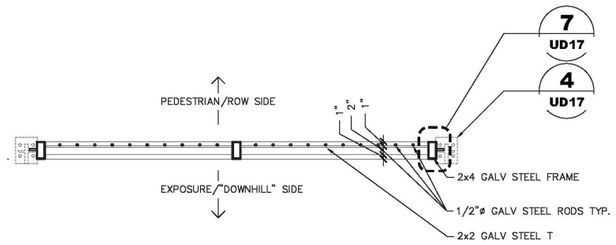
NE 4TH ST / 120TH AVE NE CORRIDOR PROJECT
NE 7TH ST TO NE 12TH ST

URBAN DESIGN
3'-6" HIGH RAILING DETAILS

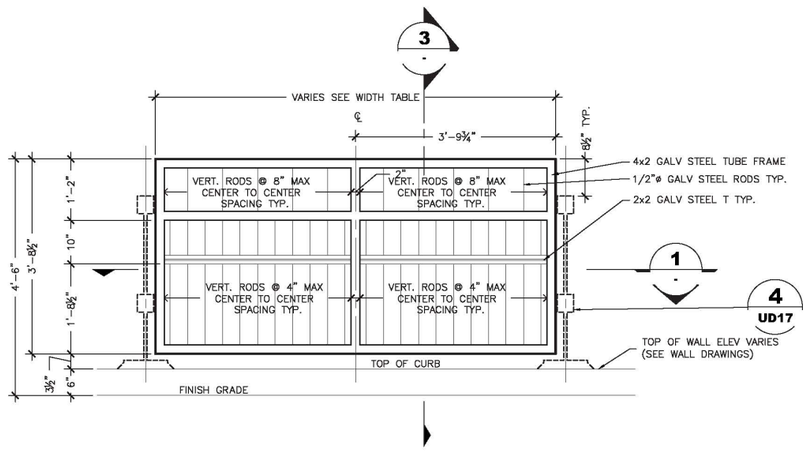
UD17

SHT _____ OF _____

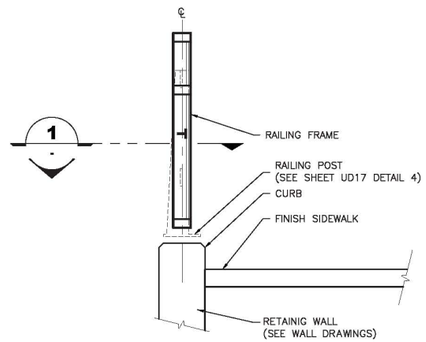
S:\Jobs\10\1024 Bellevue 120th Ave NE\Graphics\CAD\from ProjectSolve Site\CADD\SHEETS\MAKERS\B120S2–UD17.dwg Jun 06, 2012 – 4:01pm



1 TYP. RAILING PLAN
SCALE: 3/4" = 1'-0"



2 TYPICAL RAILING FRONT ELEVATION
SCALE: 3/4" = 1'-0"



3 TYPICAL RAILING SECTION
SCALE: 3/4" = 1'-0"

GENERAL NOTES:

1. SEE WALL DRAWINGS FOR WALL LOCATION WITHIN PROJECT
2. ALL RAILING ELEMENTS AND ASSEMBLIES TO BE GALV STEEL FINISH UNLESS OTHERWISE NOTED. SEE SPECIFICATION
3. ALL VERTICAL ROD ARRAYS TO BE CENTERED BETWEEN 2X4 STEEL TUBE FRAME VERTICALS
4. FOR WALL DETAILS SEE WALL DRAWINGS (SEE SHEET W00–W17)
5. FOR DETAILS NOT SHOWN, SEE SHEET W17.

RAILING WIDTH TABLE

X	WIDTH
A	7'–7 1/2"
B	7'–0 5/8"
C	0'–9 1/2"
D	6'–0 5/8"
E	–
F	1'–10 1/2"
G	7'–3 3/4"

4 WIDTH DIMENSION TABLE
SCALE: 3/4" = 1'-0"

NO.	DATE	BY	APPR.	REVISIONS
				70% SUBMITTAL
				PRELIMINARY
				NOT FOR CONSTRUCTION

Approved By

TRAFFIC ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

SPM/JO 12/12/2011 DESIGNED BY DATE
SPM 06/05/2012 DRAWN BY DATE
JO 06/05/2012 CHECKED BY DATE

City of Bellevue
TRANSPORTATION DEPARTMENT

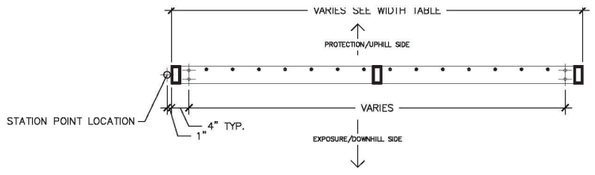
MAKERS architecture · planning · urban design

NE 4TH ST / 120TH AVE NE
CORRIDOR PROJECT
NE 7TH ST TO NE 12TH ST

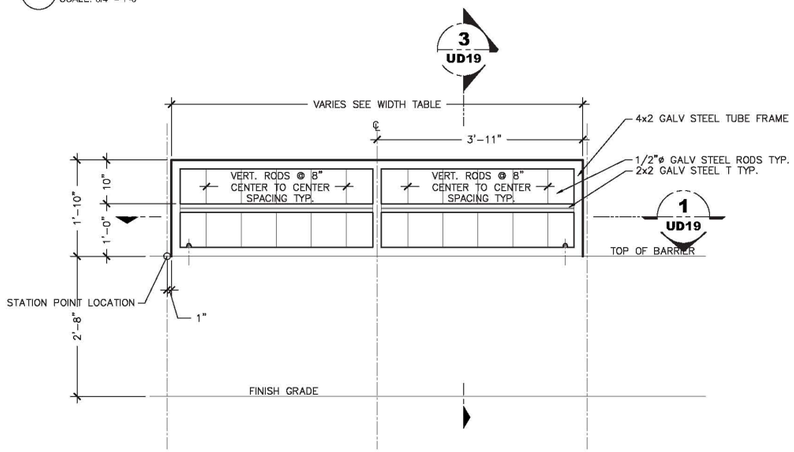
URBAN DESIGN
4'-6" HIGH RAILING DETAILS

UD18 SHT ____ OF ____

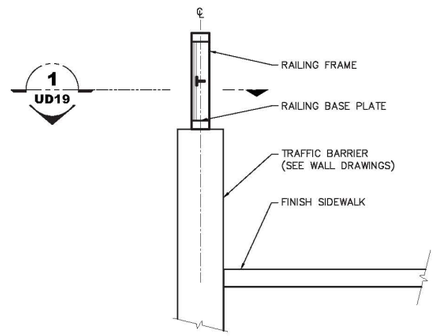
S:\Jobs\101\1024 Bellevue 120th Ave NE\Graphics\CAD\from ProjectSolve Site\CADD\SHEETS\MAKERS\B120S2-UD18.dwg Jun 06, 2012 - 4:09pm



1 TYPICAL TRAFFIC BARRIER RAILING PLAN
SCALE: 3/4" = 1'-0"



2 TYPICAL TRAFFIC BARRIER W/ RAILING FRONT ELEVATION
SCALE: 3/4" = 1'-0"



3 TYPICAL TRAFFIC BARRIER W/ RAILING SECTION
SCALE: 3/4" = 1'-0"

GENERAL NOTES:

1. SEE WALL DRAWINGS FOR WALL LOCATION WITHIN PROJECT
2. ALL RAILING ELEMENTS AND ASSEMBLIES TO BE GALV STEEL FINISH UNLESS OTHERWISE NOTED. SEE SPECIFICATION
3. ALL VERTICAL ROD ARRAYS TO BE CENTERED BETWEEN 2X4 STEEL TUBE FRAME VERTICALS
4. FOR WALL DETAILS SEE WALL DRAWINGS (SEE SHEET W00–W17)

TBARRIER W/ RAILING FRAME WIDTH TABLE	
KEYNOTE	WIDTH
A	7'–10"
B	4'–1"
C	2'–5 1/2"
D	5'–3 1/2"
E	3'–10"
F	3'–9 3/8"
G	3'–9"
H	4'–6 1/2"
I	3'–8 3/4"
J	5'–3"
K	3'–11"

4 WIDTH DIMENSION TABLE
SCALE: 3/4" = 1'-0"

S:\Jobs\10\1024 Bellevue 120th Ave NE\Graphics\CAD\from ProjectSolve Site\CADD\SHEETS\MAKERS\B120S2–UD19.dwg Jun 06, 2012 – 4:17pm

NO.	DATE	BY	APPR.	REVISIONS
				70% SUBMITTAL
				PRELIMINARY
				NOT FOR CONSTRUCTION

Approved By

TRAFFIC ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

SPM/JO 12/12/2011 DESIGNED BY DATE
SPM 06/05/2012 DRAWN BY DATE
JO 06/05/2012 CHECKED BY DATE

City of Bellevue
TRANSPORTATION DEPARTMENT

MAKERS architecture · planning · urban design

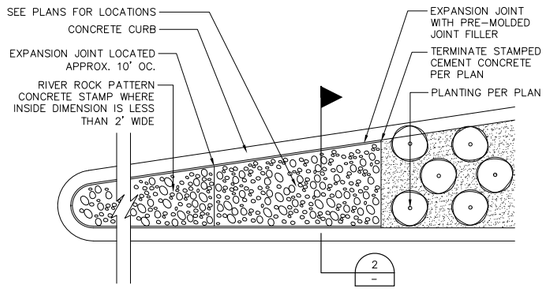
NE 4TH ST / 120TH AVE NE CORRIDOR PROJECT NE 7TH ST TO NE 12TH ST

URBAN DESIGN
TRAFFIC BARRIER RAILING DETAILS

UD19 SHT ____ OF ____

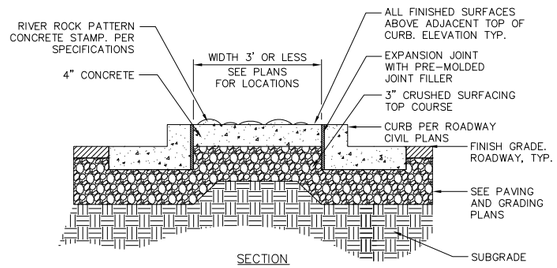
90% SUBMITTAL NOT FOR CONSTRUCTION

GENERAL NOTES:
1. OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET AND INCHES.

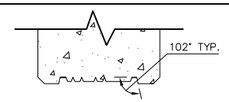


PLAN VIEW

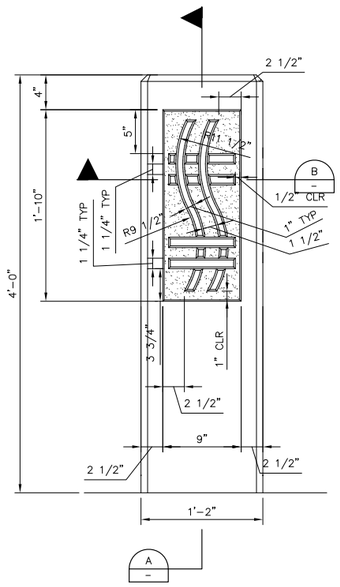
STAMPED CONCRETE MEDIAN 1
SCALE: N.T.S.



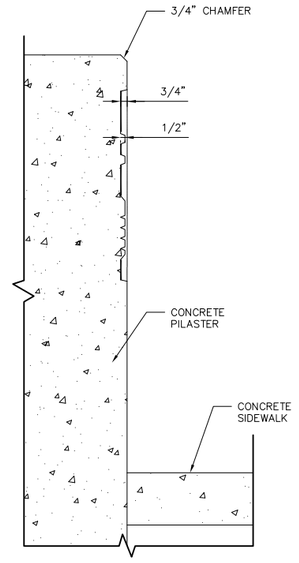
SECTION



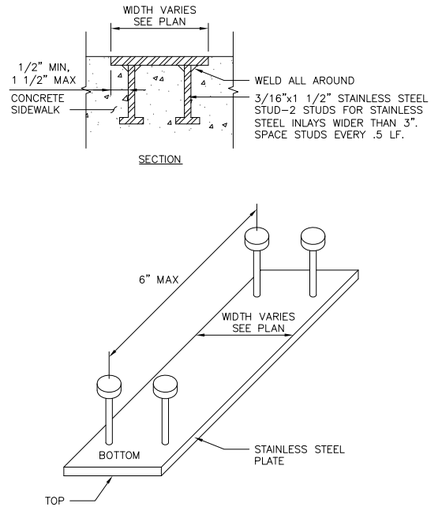
SECTION A–A



PLAN VIEW



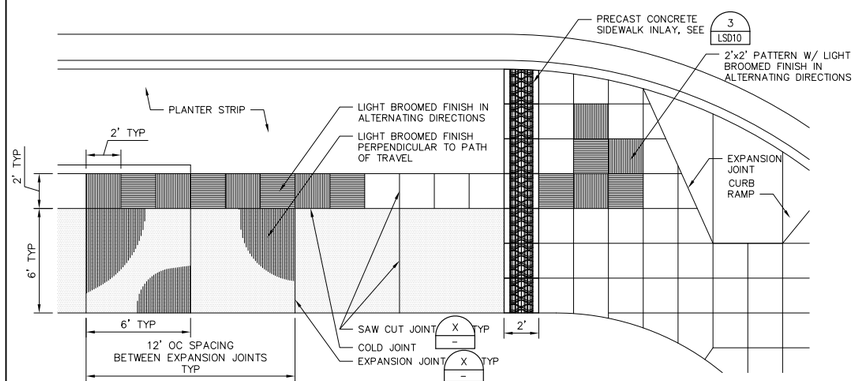
SECTION B–B



SECTION

AXONOMETRIC

STAMPED CONCRETE MEDIAN 2
SCALE: N.T.S.

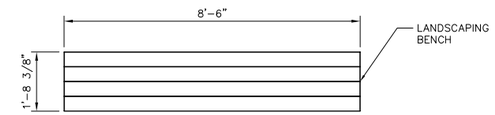


TYPICAL CEMENT CONCRETE SIDEWALK SCORING AND COLORING DETAIL 5
SCALE: N.T.S.

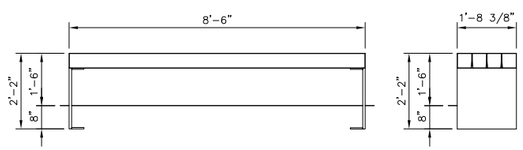
– PIGMENTED CONCRETE SIDEWALK

– CEMENT CONCRETE SIDEWALK

PILASTER INLAY 3
SCALE: 3"=1'



PLAN VIEW



FRONT VIEW

SIDE VIEW

LANDSCAPE BENCH 6
SCALE: N.T.S.

EMBEDDED STAINLESS STEEL INLAY 4
SCALE: N.T.S.

STATE OF WASHINGTON
LICENSED
LANDSCAPE ARCHITECT

MATTHEW C. GURRAD
LICENSE NO. 1094
EXPIRES ON _____

NO.	DATE	BY	APPR.	REVISIONS

Approved By

TRANSPORTATION DESIGN MANAGER DATE
M. ARAKELYAN
PROJECT MANAGER DATE

M. GURRAD DESIGNED BY DATE
S. HOEBER DRAWN BY DATE
C. LAI CHECKED BY DATE

City of Bellevue
TRANSPORTATION DEPARTMENT

HDR ENGINEERING INC.

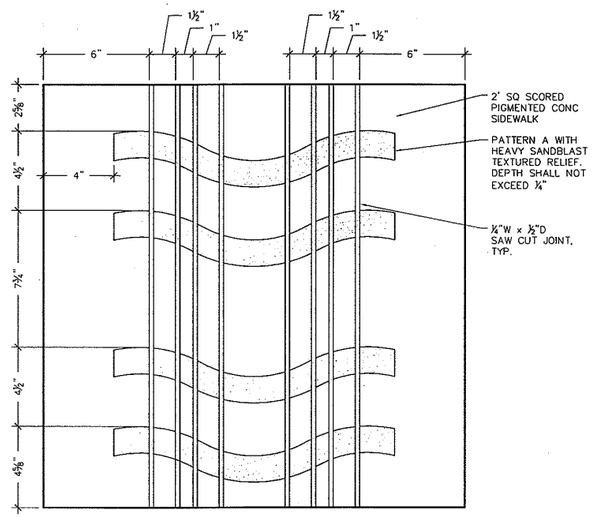
124TH AVE NE - NE 14TH ST TO 18TH ST

LANDSCAPE DETAILS

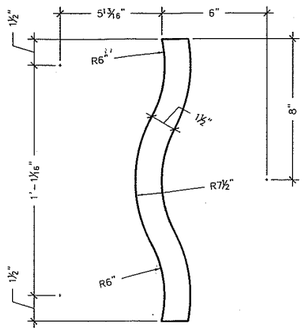
SHEET NAME LSD4

SHT X OF X

1/16/2014 3:20:15 PM, Tabloid, 1:2



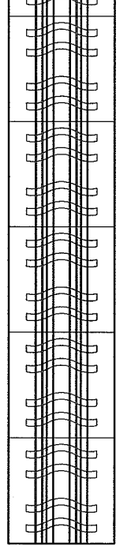
1 SIDEWALK SPECIAL PAVEMENT TREATMENT LAYOUT
SCALE: 3" = 1'-0"



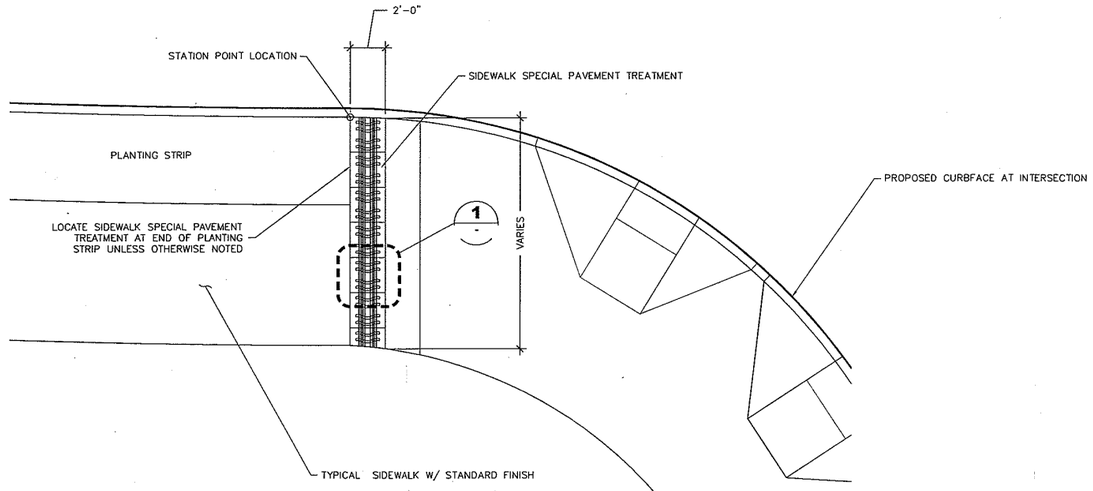
2 PATTERN Ⓐ
SCALE: 3" = 1'-0"

GENERAL NOTES:

1. SEE UBAN DESIGN ROADWAY SHEETS FOR LOCATIONS
2. FINAL PLACEMENT MAY VARY DUE TO FIELD CONDITIONS OR COORDINATION WITH OTHER SIDEWALK SURFACE ITEMS. VERIFY FINAL LOCATION W/ ENGINEER PRIOR TO INSTALLATION.
3. ALL EDGES & EXPOSED CORNERS TO HAVE ¼" MAX FILLET



4 TYPICAL SIDEWALK SPECIAL PAVEMENT TREATMENT ARRAY
SCALE: 3/4" = 1'-0"



5 TYPICAL SIDEWALK SPECIAL PAVEMENT TREATMENT PLACEMENT WITHIN ROW
SCALE: 3/4" = 1'-0"

NO.	DATE	BY	APPR.	REVISIONS

Approved By

TRAFFIC ENGINEERING MANAGER DATE

PROJECT MANAGER DATE

DESIGNED BY S. McCORMICK 05/07/2014 DATE
DRAWN BY J. OWEN DATE
CHECKED BY DATE

City of Bellevue
TRANSPORTATION DEPARTMENT

3575 REGISTERED ARCHITECT
JOHN HOWARD OWEN, JR.
STATE OF WASHINGTON

MAKERS

120TH AVENUE NE WIDENING PROJECT NE 7TH ST TO NE 12TH ST

URBAN DESIGN
PAVEMENT DETAILS 1
SIDEWALK PATTERN

UD19 SHT 246 OF 246

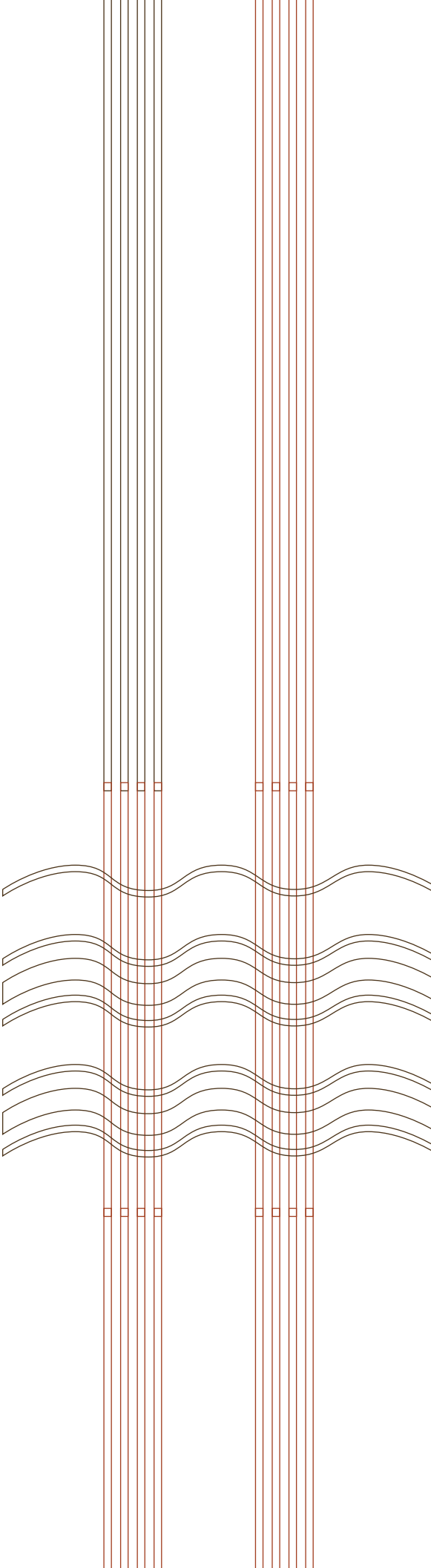
2014-05-08

\\brain\DATA\Jobs\1011024 Bellevue 120th Ave NE\Graphics\CAD\from ProjectSolve Site\CADD\SHEETS\MAKERS\B120S2-UD19.dwg

CITY OF BELLEVUE
TRANSPORTATION DEPARTMENT

Carl Wilson
Senior Development Review Engineer
P 425.452.4228
F 425.452.5225

ZGF ARCHITECTS, LLP

David Grant
206.521.3516
david.grant@zgf.com

Heidi Nelson
206.521.3460
heidi.nelson@zgf.com