

Team Four: Hearts & Carrots

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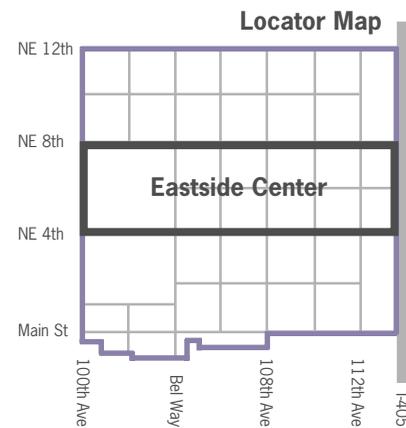
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ASSIGNMENT

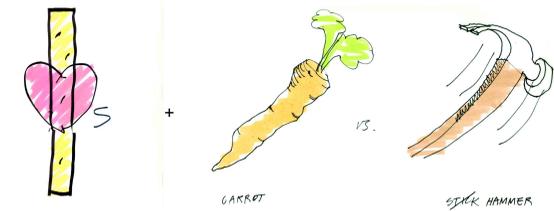
Team Four (along with Team Three) was given the assignment of the “Eastside Center.” The Eastside Center is the middle third of Downtown Bellevue, delineated by NE 8th Street to the north, NE 4th Street to the south, 100th Ave NE to the west, and I-405 to the east.



APPROACH

Hearts & Carrots

Hearts (special public spaces) are an important part of the Central District. Most of the regional “hearts” are located within this district including the regional mall (Bellevue Square), the regional transit center, a proposed “6th Street Place,” and the Civic Plaza (currently under construction). There are also a number of smaller scale “hearts” sprinkled throughout this district.



Along with a collection of great public spaces (hearts), this district offers some important opportunities for enhanced critical infrastructure design in order to achieve appropriate “place” and “streetscape” design. The successful development of this infrastructure is critical to the success of the public experience of the district as well as the economic benefit of the developments adjoining the public infrastructure. Carrots (public investment, incentives and public/private partnerships) will be needed to achieve an appropriate public infrastructure for a high quality urban experience.



The public experience of the district is defined by the quality of its streets and places. An appropriate pedestrian experience needs to be designed into the streetscapes and places in the district. Vehicular traffic was the basis of the original network design and must be included in the vision for the future. However, the



vision needs to expand to include better accommodations for the pedestrian to allow the city's residents, workers and visitors to engage the community at street level. Streets need to be viewed as "places to be." They need to accommodate and balance all modes of travel. Our team has proposed section designs for the primary streets in this district that will

enhance the pedestrian experience and will help define the appropriate development response for a particular street.

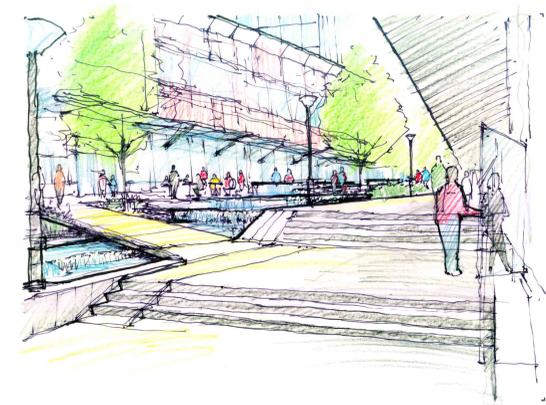
The Central District is currently divided into sections that are defined by Bellevue Way, 106th Ave NE, 108th Ave NE, and 110th Ave NE respectively. Traversing these zones is NE 6th Street which is the only pedestrian dominated street in the downtown. One block (between 106th Ave NE and 108th Ave NE) is pedestrian only. Our team sees the development of NE 6th Street as crucial for the development of the downtown core. This corridor



runs east-west and currently runs from the transit center to an entrance to Bellevue Square. The team feels strongly that the character of this street changes dramatically from block to block, from the vehicular/people intensity of the transit center section, to the pedestrian only/regional gathering place of the Compass Plaza/Cascade Stair section, and then ending with the European style small-scale (two lane) street leading up to the primary Bellevue Square entrance on Bellevue Way.

The team has proposed some design concepts for the Compass Plaza/Cascade Stair section including hardscape, landscape, and water features. This section (called 6th Street Place) is meant to be experienced as a

singular destination for downtown residents and employees. It is also meant to be a regional destination as events are planned for the large public gathering space. At the intersection of the NE 6th Pedestrian Corridor and Skyline Drive (108th Ave NE) we see the addition of a fountain or sculpture as an attraction for pedestrians on both sides of the ridge. The heights and setbacks of the buildings surrounding Compass Plaza should be set to promote views into the plaza, drawing people to 6th Street Place day and night. These building heights and setbacks should also promote the pedestrian exploration of the nearby business and retail areas.



The team has also proposed some specific design ideas for the section of NE 6th Street between 106th Ave NE and Bellevue Way. The uniqueness of the smaller scale (two-lane) street section should be celebrated with

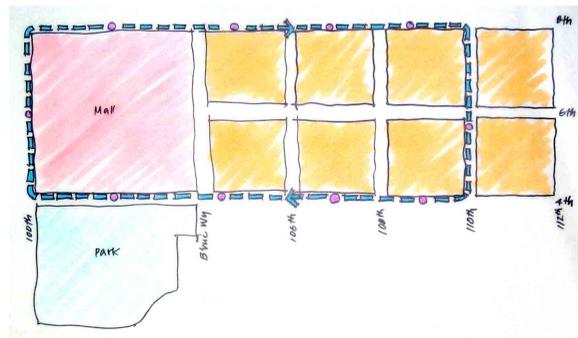
encouragement of smaller scale retail, restaurants, and cafés that create a destination street place of special



scale and quality. At the end of the smaller scale street the pedestrian transitions to the excitement of the larger scale retail environment on Bellevue Way and the primary entrance to Bellevue Square. We see

pedestrians encountering a larger and more inviting entrance into the mall with significant transparency that will visually extend NE 6th Street into the central public space in the mall.

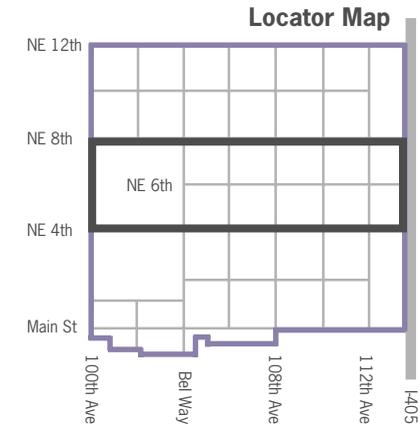
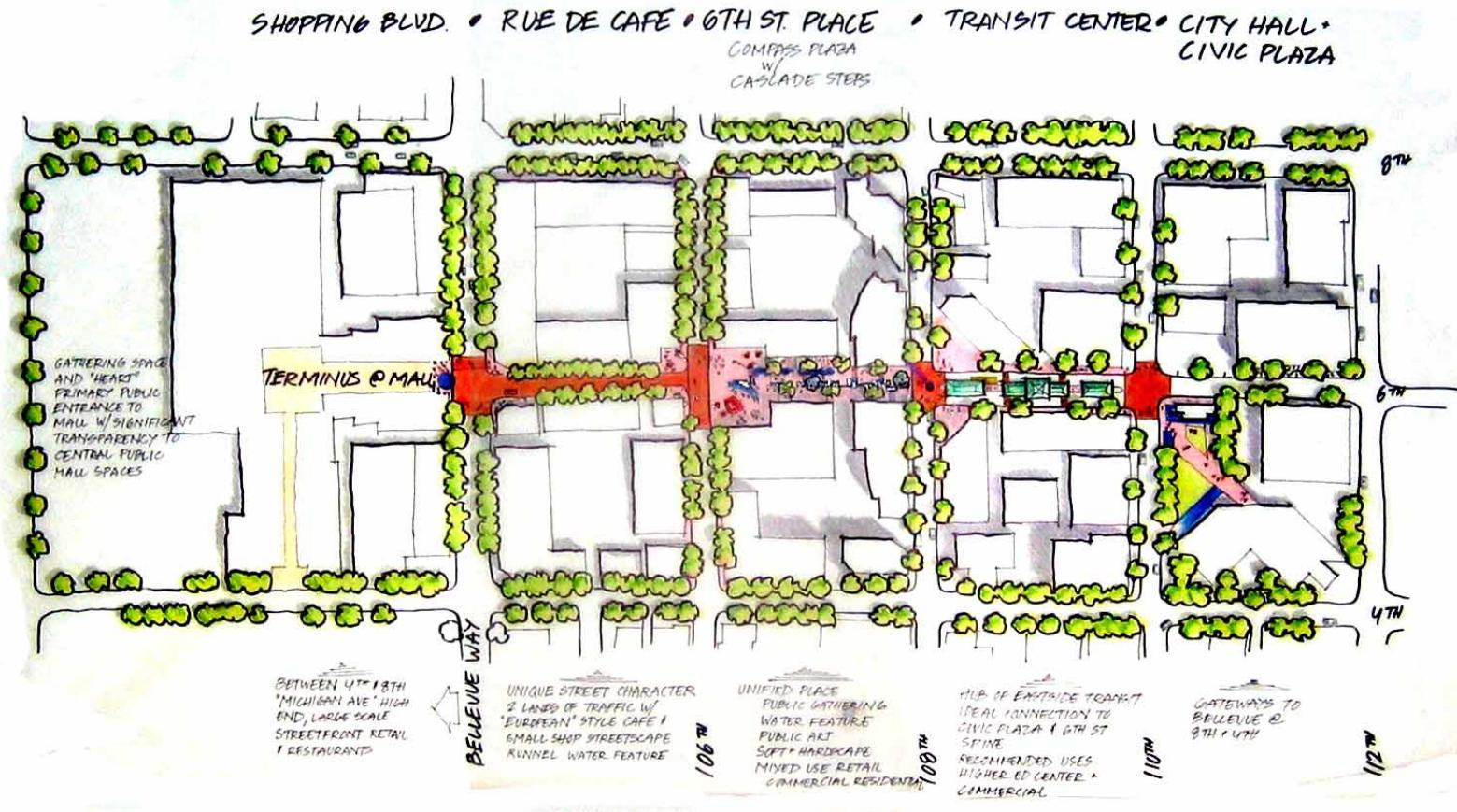
We see the Central District being able to better serve the pedestrians (and the “park-once” goal) through the provision of a transit loop. This transit loop will allow more pedestrians to access all zones throughout the day as well as connect to existing features that lie outside the city core. The route for this transit loop should travel in a clockwise direction and run along NE 8th Street to 110th Ave NE to NE 4th Street to 100th Ave NE. The



loop will be no further than one block from the pedestrian corridor. Transit stops are proposed to deposit pedestrians at locations that will allow for further explorations of the district as well as the Downtown Park. Mid-block stops will serve and connect the retail, entertainment, commercial, and civic zones as well as allow the residents and shoppers surrounding the core to navigate all corners of the Central District. The transit technology might be a rubber tire electric trolley or a modern rail trolley similar to Portland’s.

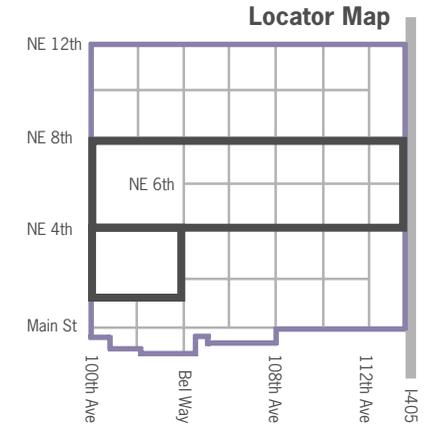
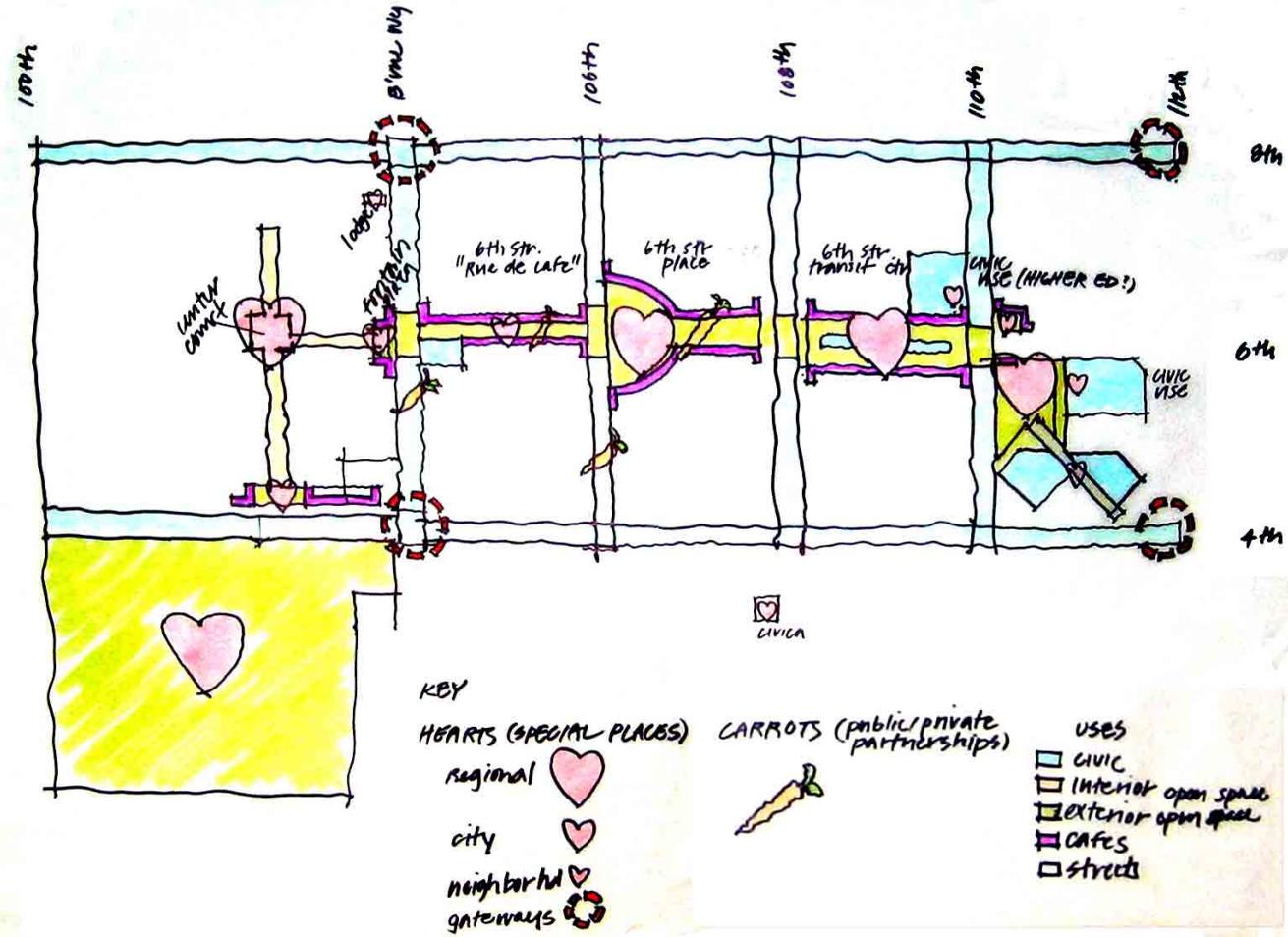
As development continues in Downtown Bellevue, the success of the Central District will be defined by the success of its “hearts” (public places of gathering) and its high quality development of public infrastructure requiring the “carrots” of public investment, incentives and partnerships with private developers.

NE 6th Street as Organizing Feature



The Eastside Center District is currently divided into sections that are defined by Bellevue Way, 106th Ave NE, 108th Ave NE, and 110th Ave NE respectively. The NE 6th Street Pedestrian Corridor acts as a key organizing feature for this area. The vision depicted in this graphic is for unique design features and activities to occur along the length of the street, each with a very special and memorable character.

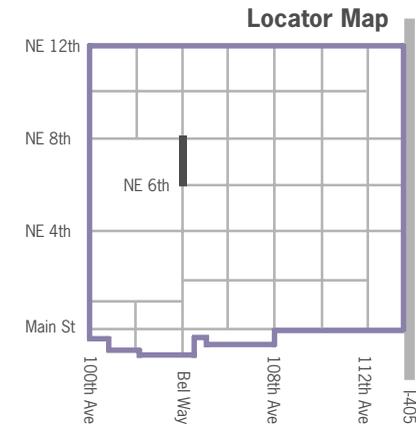
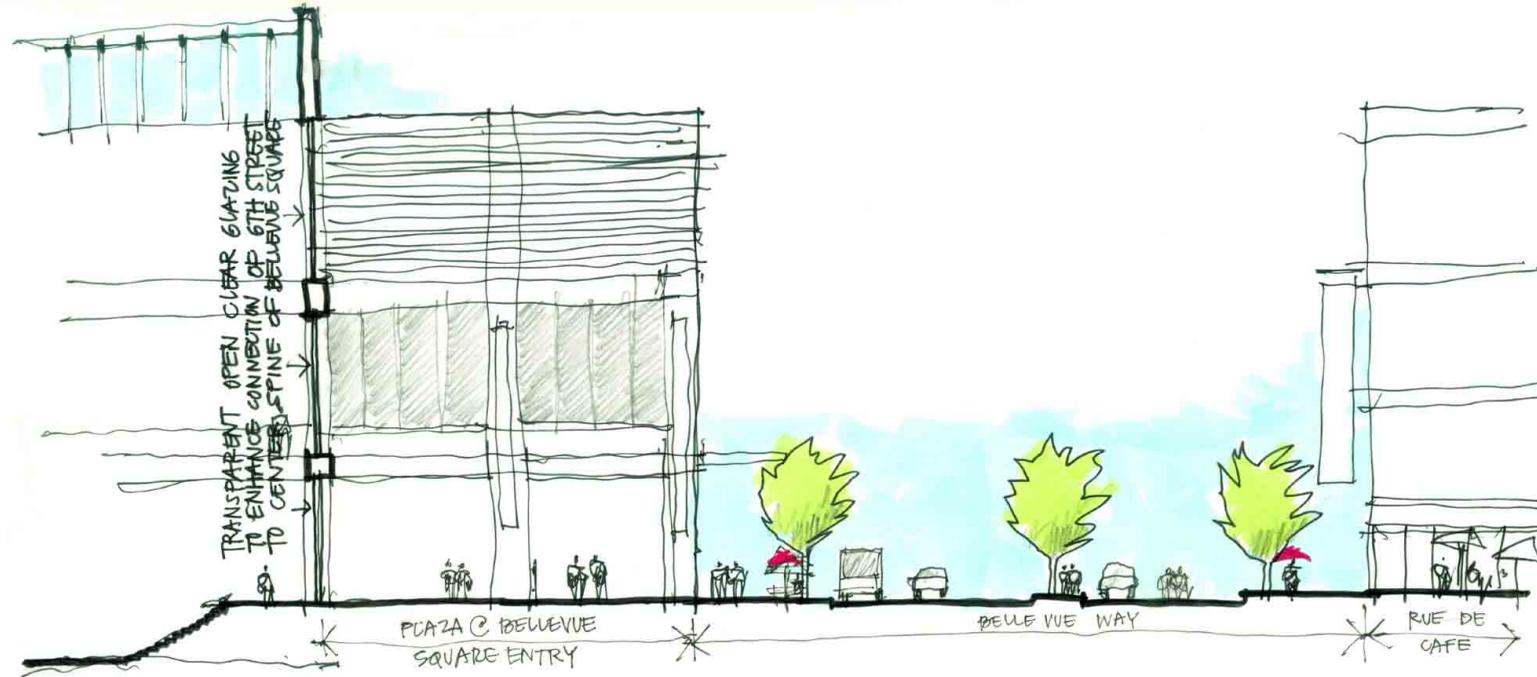
Hearts & Carrots Framework



There are a number of hearts (special public places) sprinkled through the Eastside Center District. There are both regional “hearts” such as Bellevue Square, Downtown Park, and the “6th Street Place” major public open space, to smaller scale “hearts” like the Rue de Café.

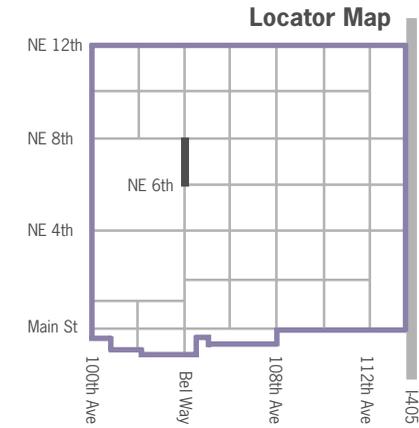
The carrots signify opportunities for public investment, incentives, and public/private partnerships.

Bellevue Way (Looking North)



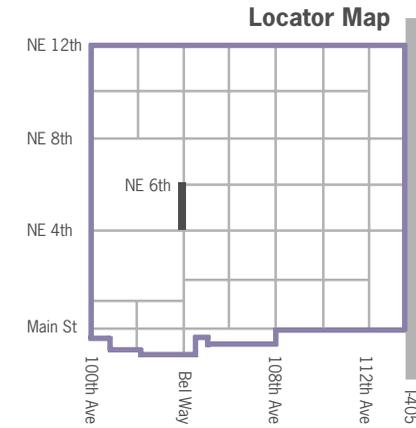
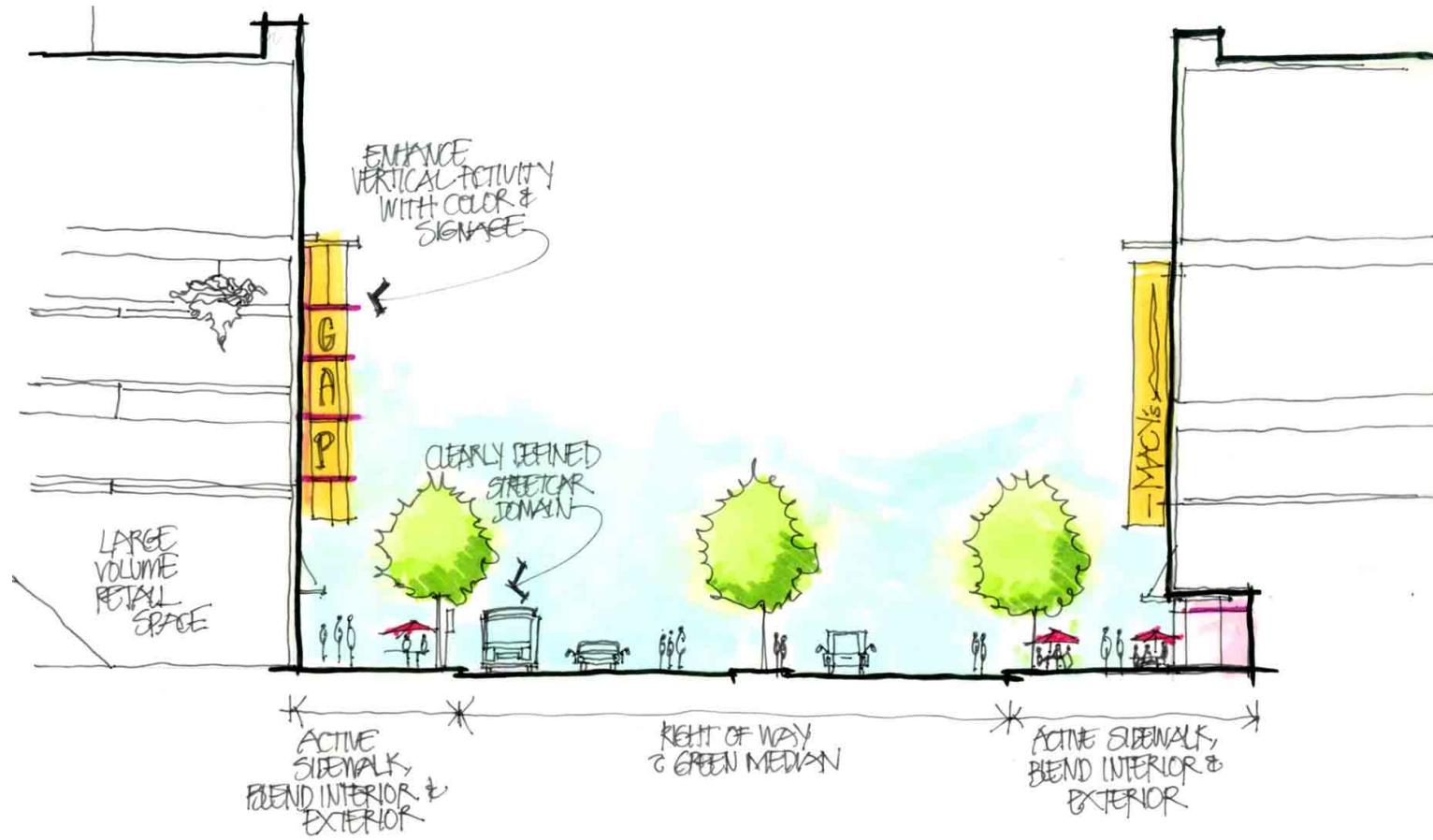
Bellevue Way will continue to evolve as a grand shopping street, similar to North Michigan Avenue in Chicago, that anchors the west end of the NE 6th Street Pedestrian Corridor.

Bellevue Way (Looking North)



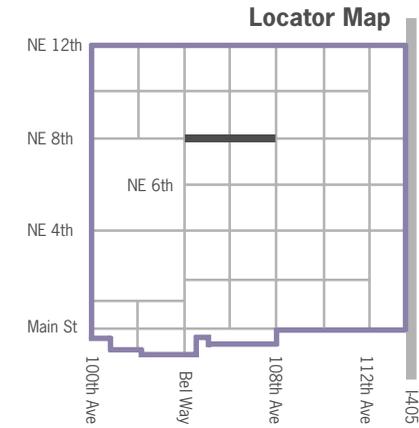
Pedestrian activity along Bellevue Way has grown considerably over the past few years. With more development oriented to the sidewalks and investments made to celebrate the pedestrian, this trend will continue.

Bellevue Way (Looking South)



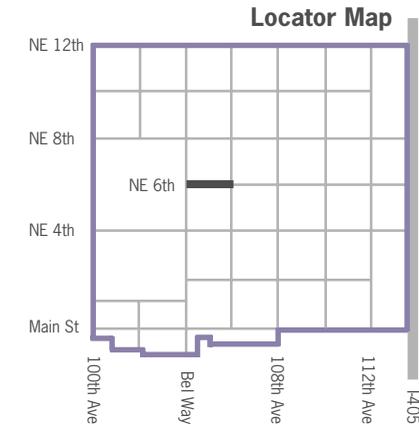
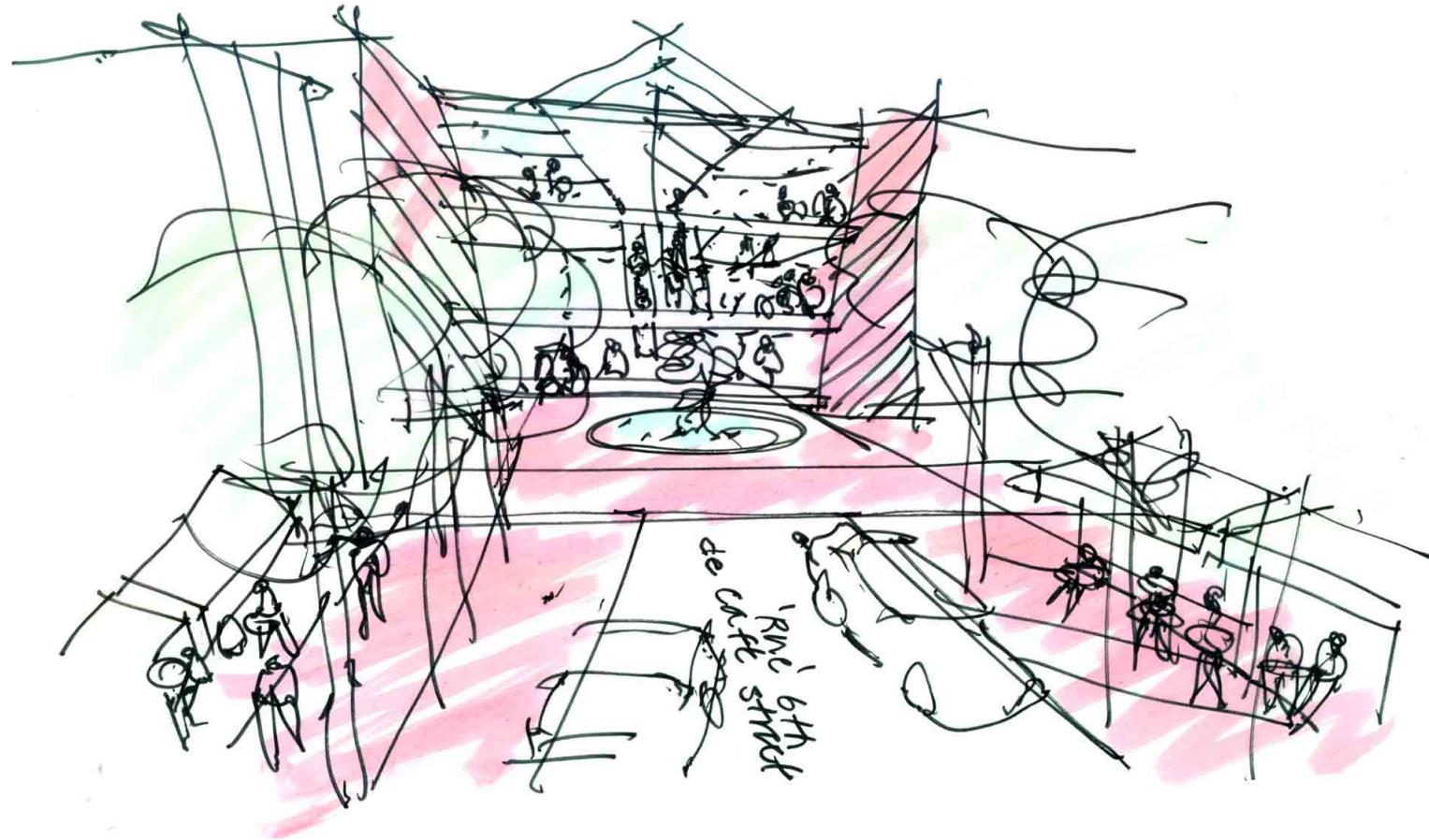
The character of Bellevue Way as a grand shopping street will continue south of NE 6th as redevelopment occurs in the future.

NE 8th Street (Looking East)



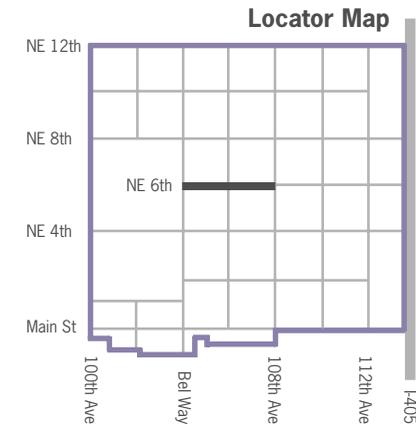
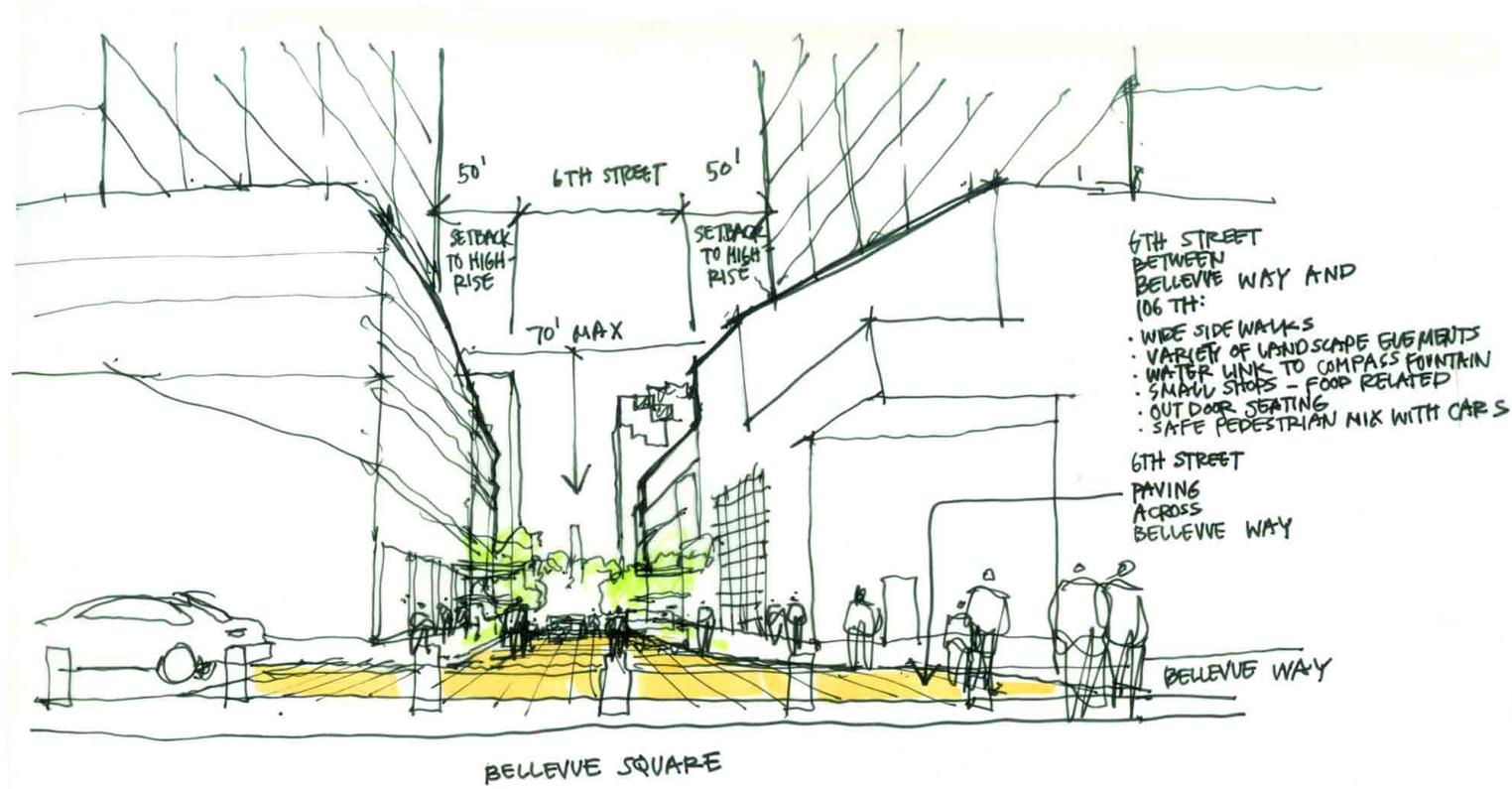
NE 8th will continue to be an auto-bias street with high auto volumes and large retail and office uses, but there may be opportunities for vegetative buffers and other urban amenities that make the pedestrian experience more pleasant.

Open Up Bellevue Square to NE 6th Street



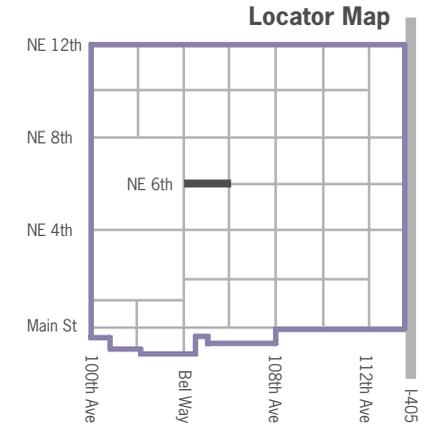
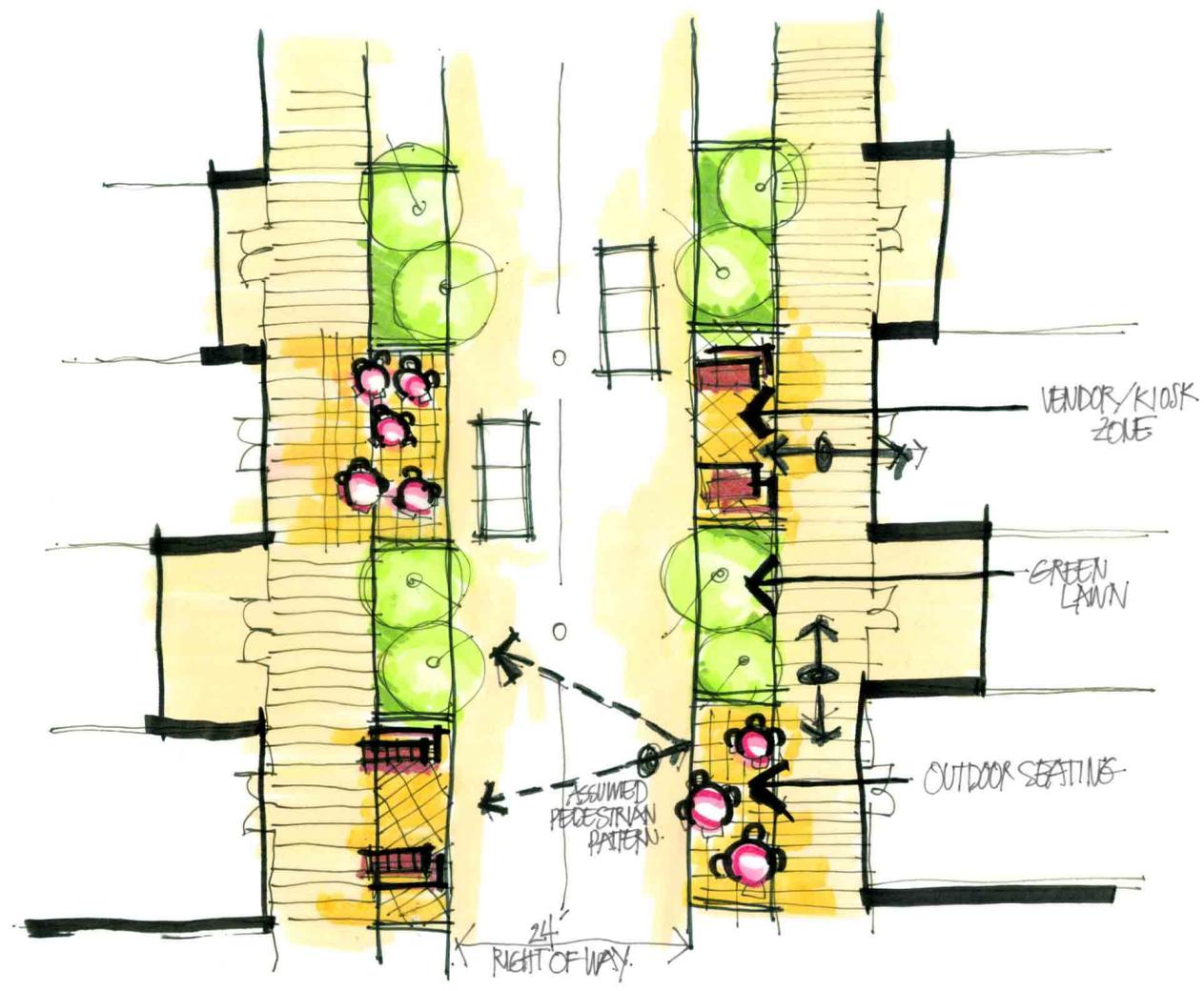
There is a big opportunity to have an enhanced connection between Bellevue Square and NE 6th Street. A redesign of the fountain plaza and entrance to Bellevue Square, as well as public investment in the pedestrian crossing at Bellevue Way, would help draw activity from one area to the other.

NE 6th Street (Looking East from Bellevue Square)



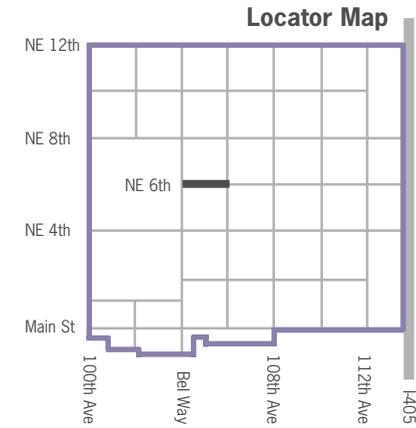
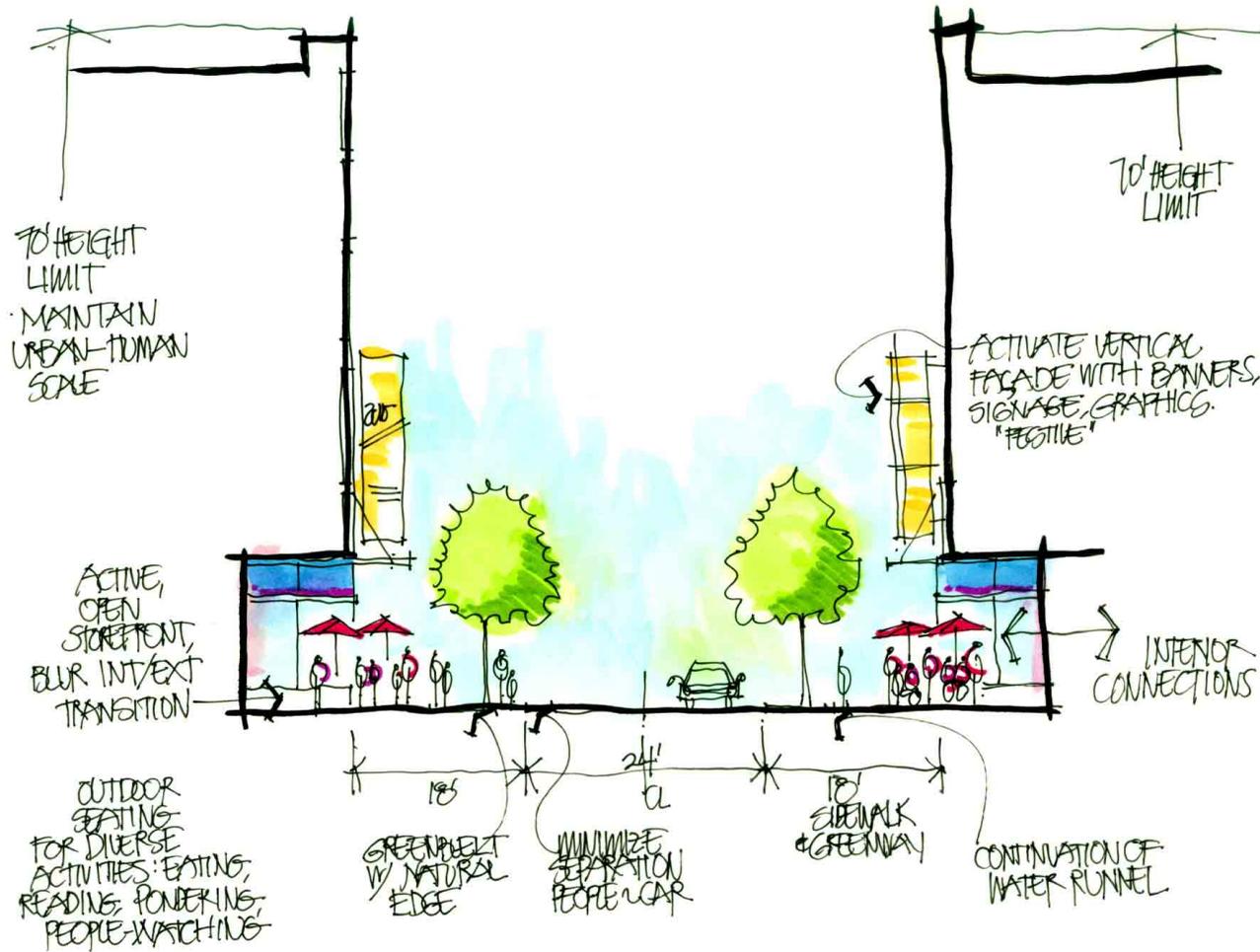
The view from Bellevue Square down NE 6th Street will change significantly as projects under construction are finished and future redevelopment of other sites occurs.

Rue de Café (Bellevue Way to 106th Ave)



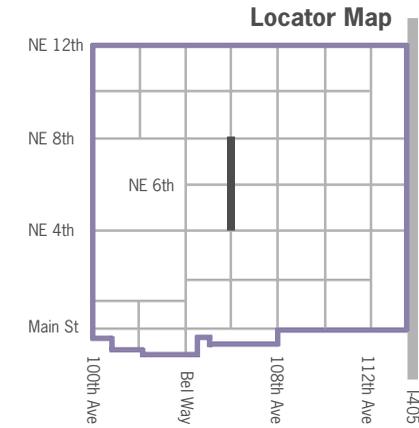
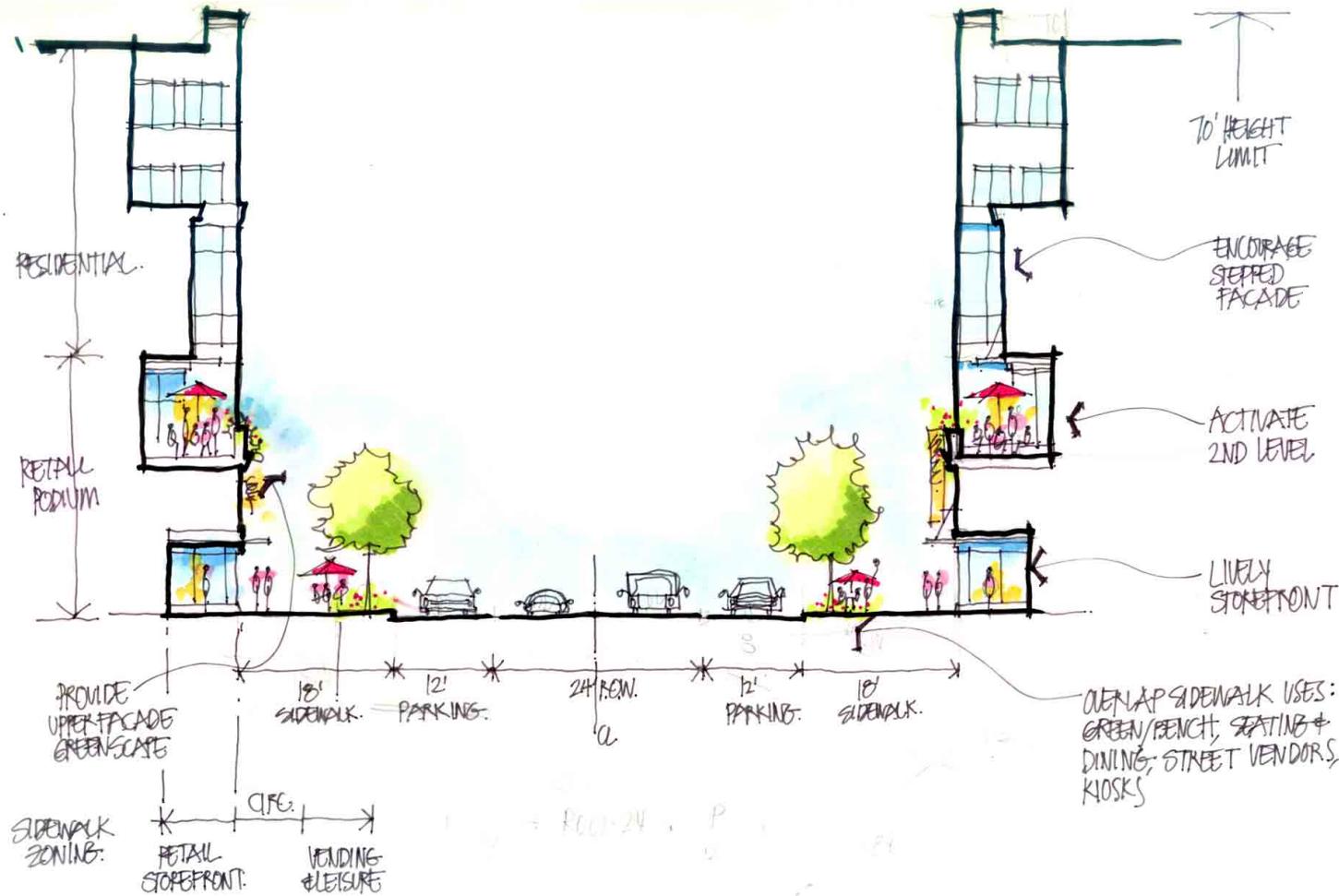
The Rue de Café (NE 6th between Bellevue Way and 106th Ave) will be a narrow street with outdoor dining and green pockets lining the sidewalks. Traffic volumes and speeds would be low, with provisions made for valet parking and drop off areas.

Rue de Café (Looking East)



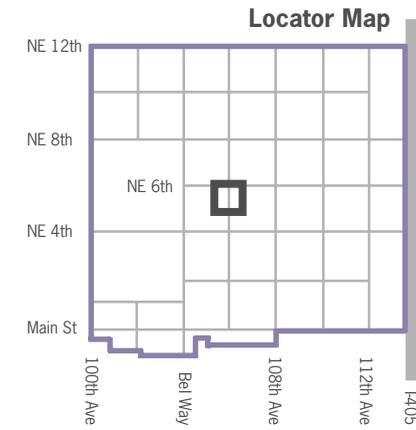
The Rue de Café on NE 6th Street will provide a rich pedestrian experience with a range of interesting design elements.

106th Ave Section



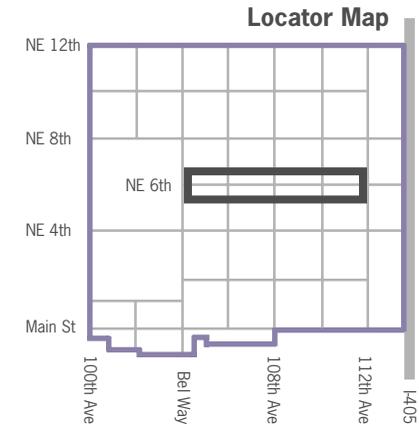
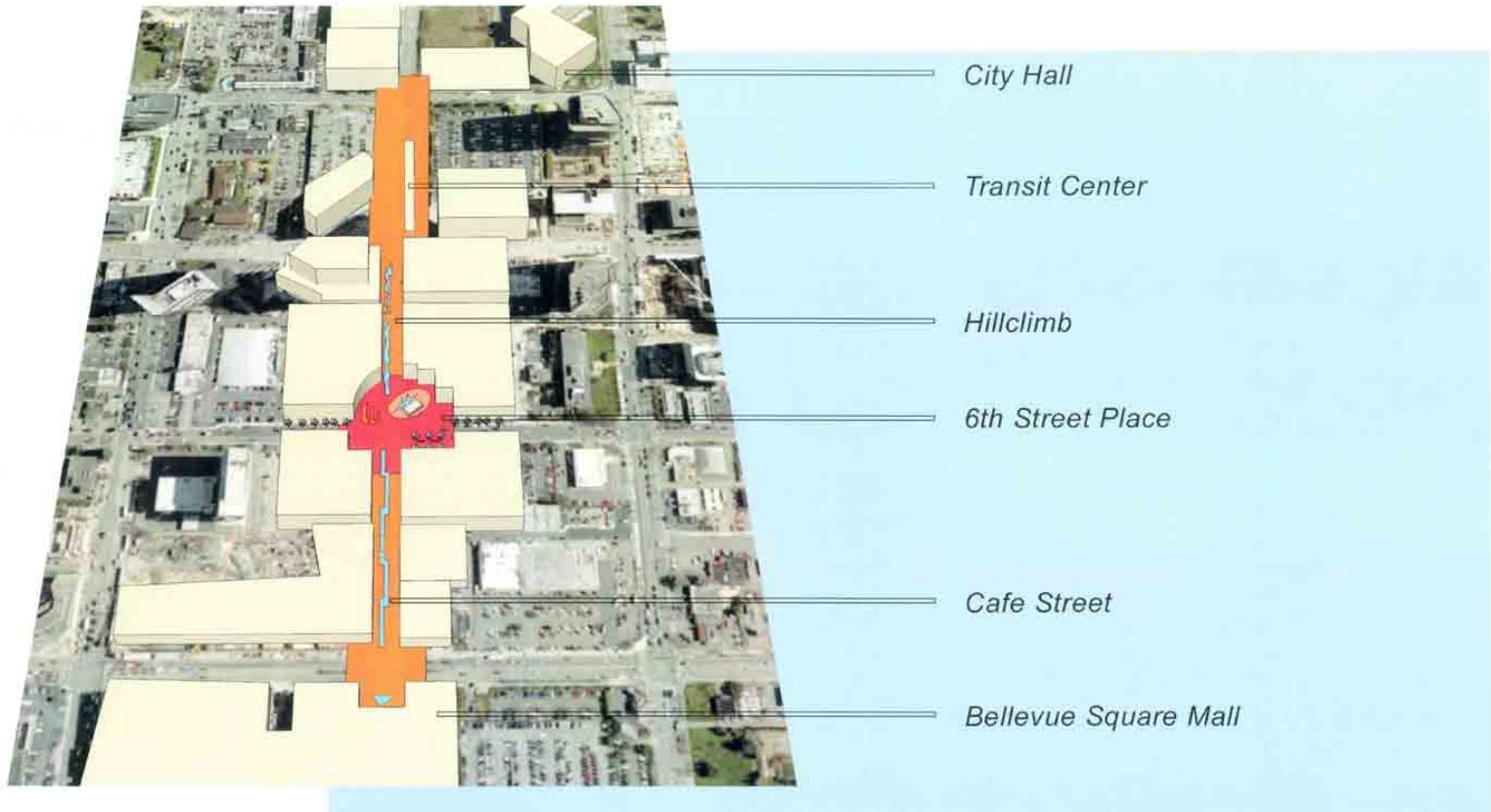
The vision for 106th Ave could include portions with residential stacked above active ground-floor retailing and cultural uses. The use of an activated second level would enhance the vitality of this street as Bellevue's "Entertainment Avenue".

106th Ave and NE 6th Intersection



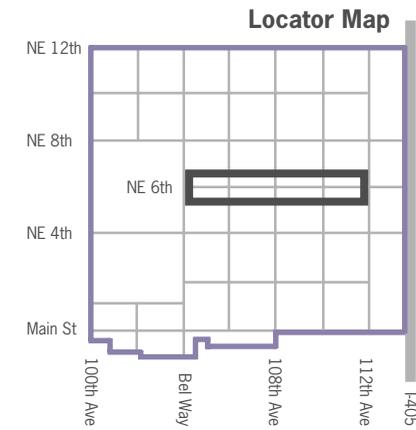
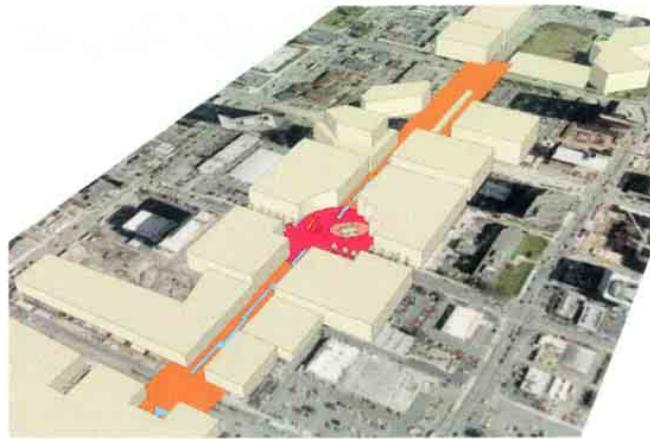
The west side of the intersection of 106th Ave and NE 6th Street provides an opportunity for an open corner to connect the Rue de Café with Compass Plaza to the east.

6th Street Connections

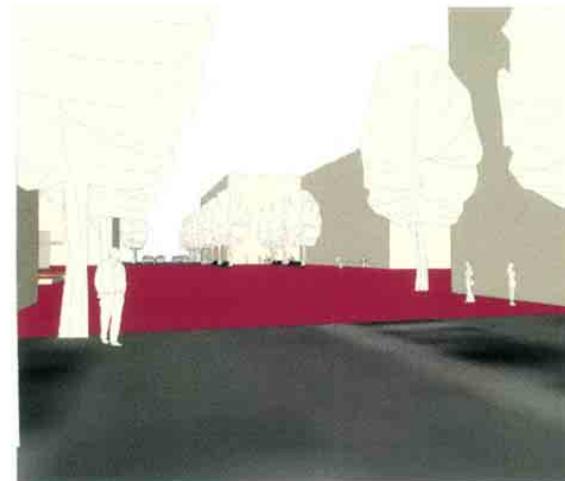
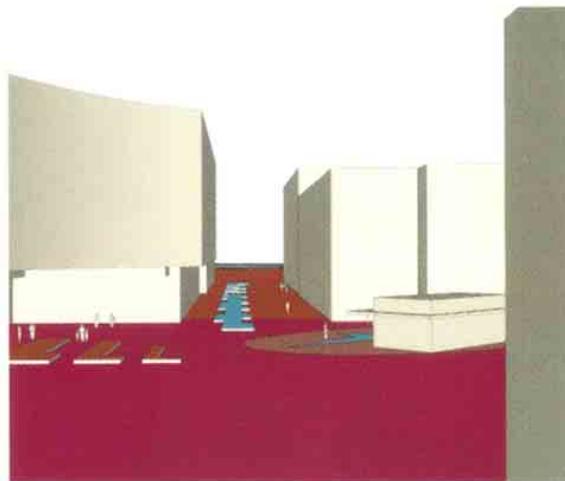


NE 6th Street is the key organizing feature for the Eastside Center District.

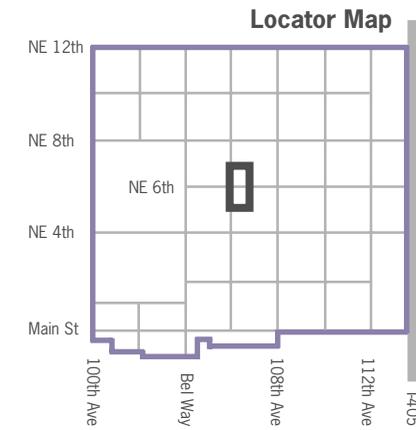
6th Street Connections



The significance of the major public open space at NE 6th and 106th Ave is evident by its size and central location in downtown.

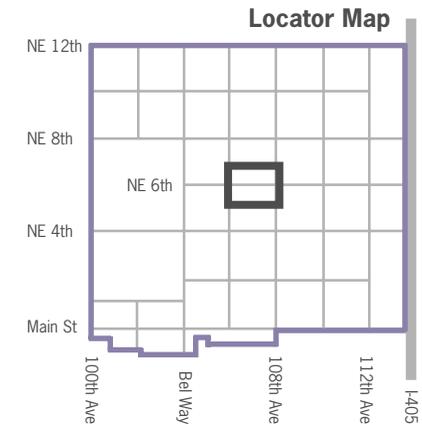
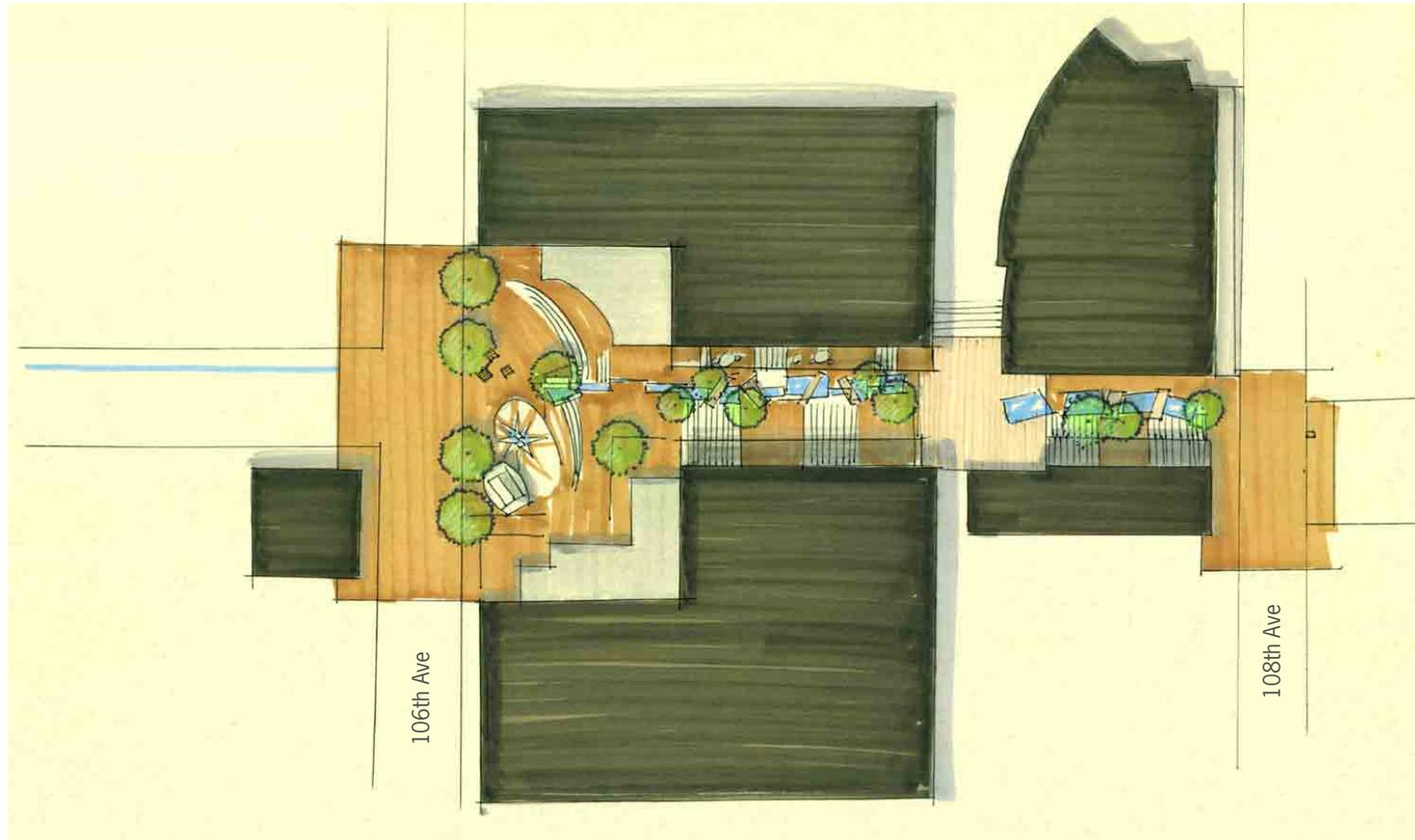


Compass Plaza Expanded



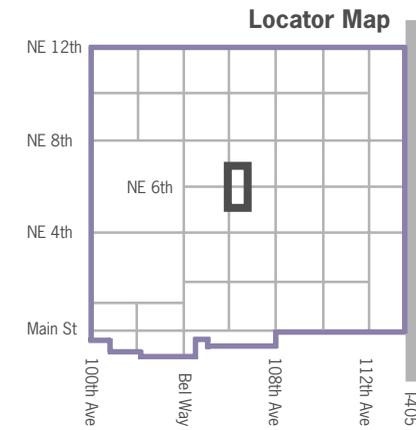
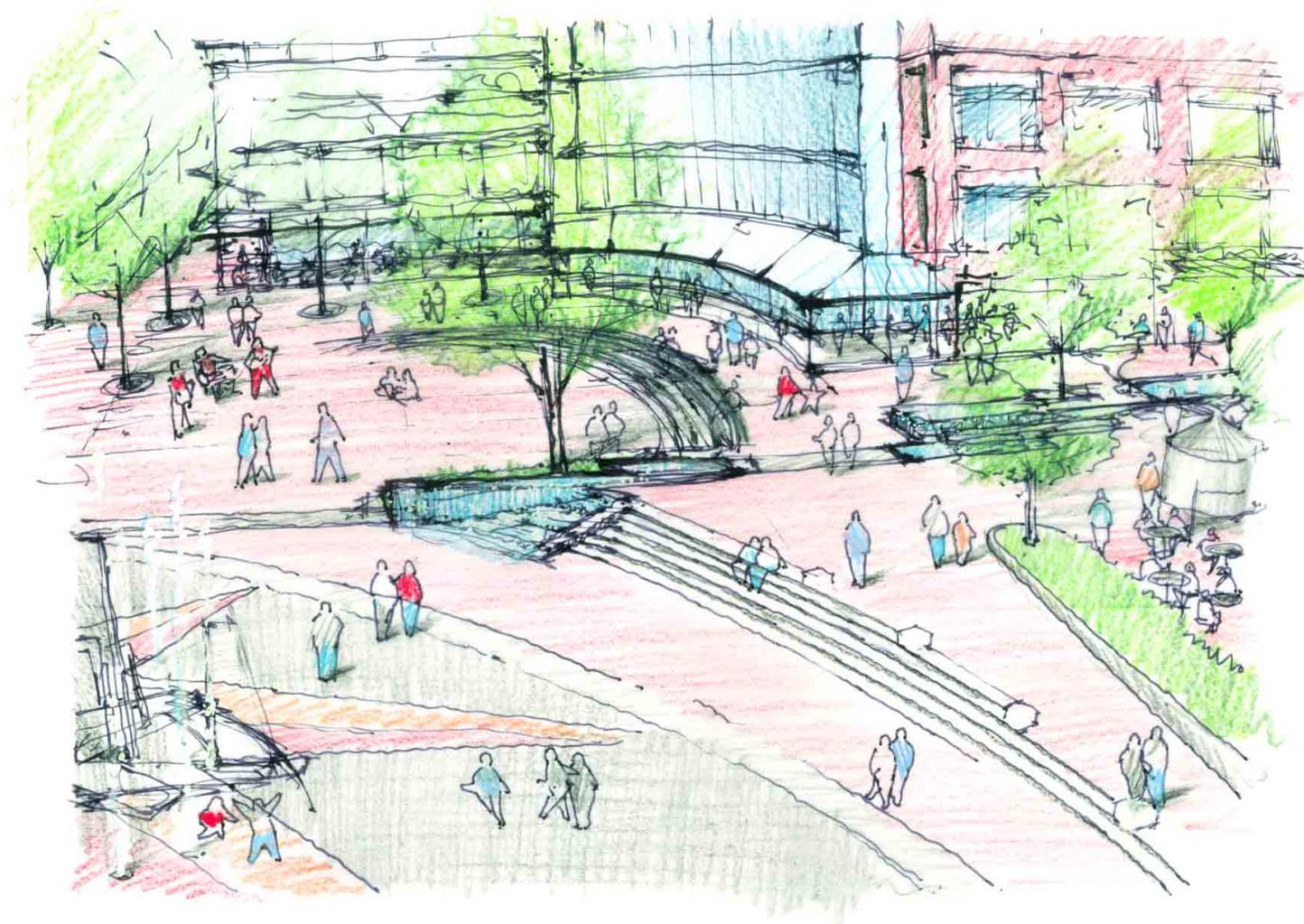
An expanded Compass Plaza would have great exposure to 106th Ave and function as a true town square.

6th Street Hillclimb (106th to 108th)



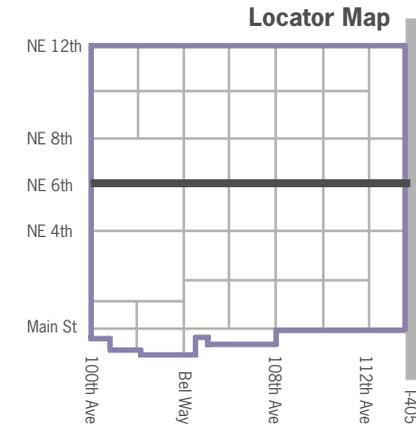
The 6th Street Hillclimb begins at an expanded Compass Plaza and extends up to 108th Ave and the transit center.

Compass Plaza Expanded



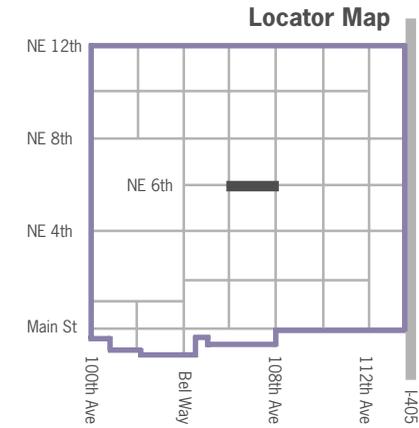
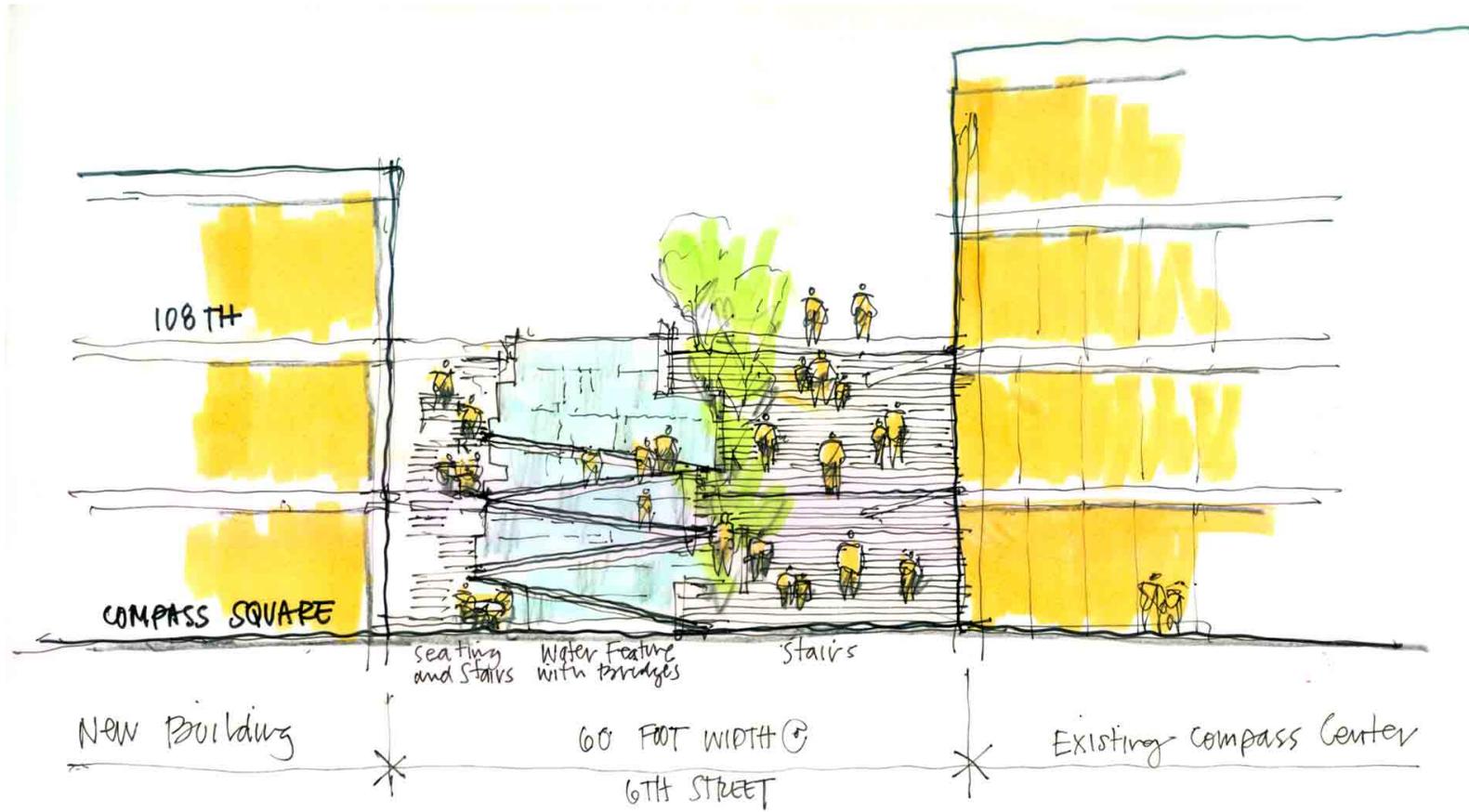
An expanded Compass Plaza would be a regional attraction—ringed with shops, restaurants, and cafés. It would continue to be home to concerts and other major public events.

6th Street Section



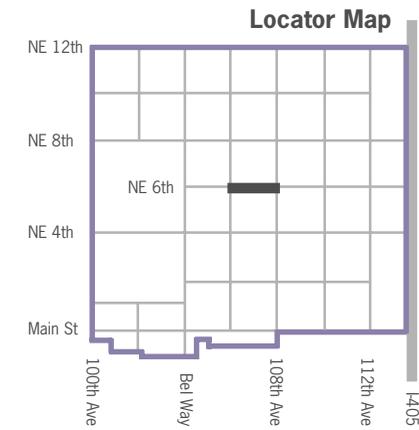
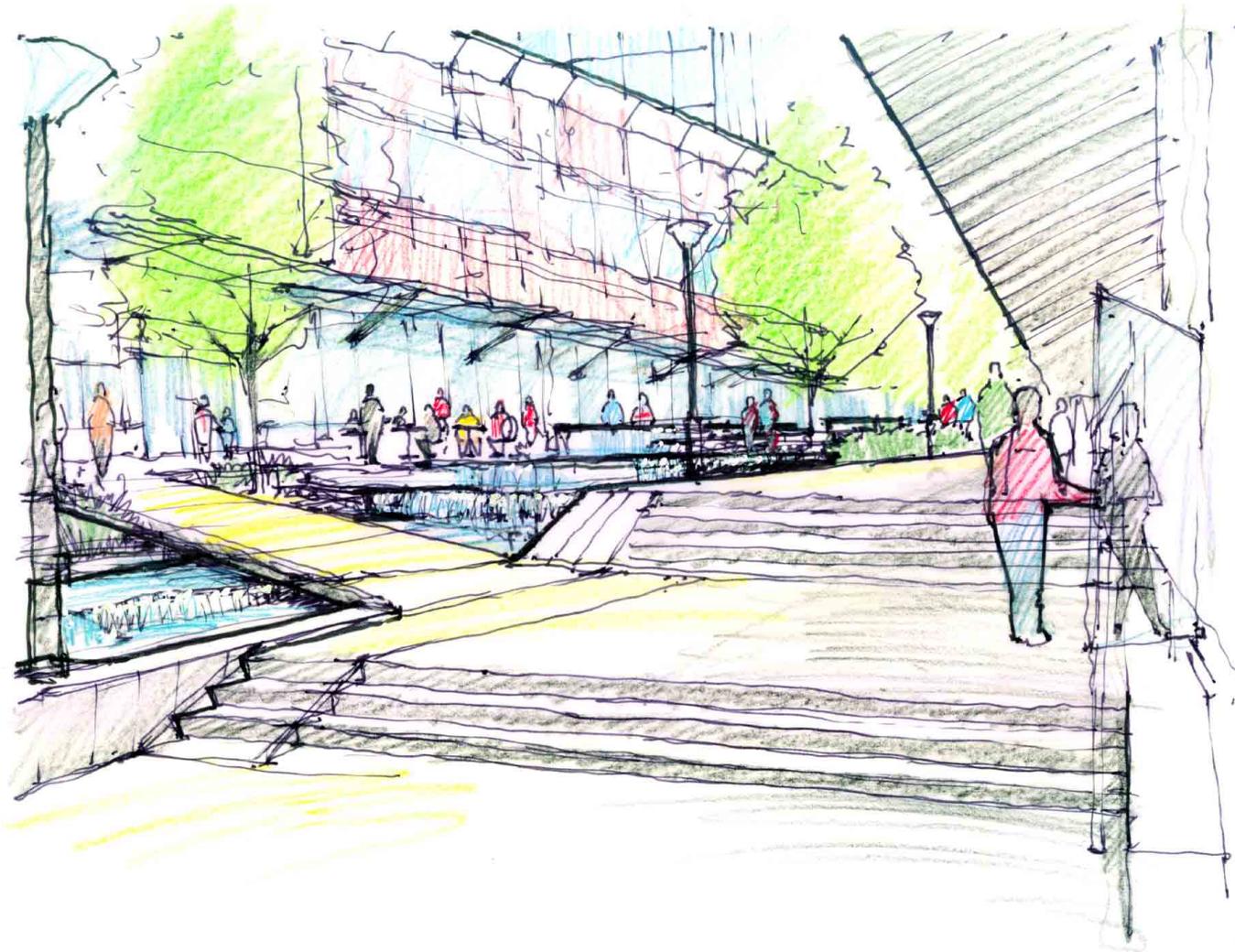
This section of NE 6th Street shows how the character of the Pedestrian Corridor changes from Bellevue Square to the transit center.

6th Street Hillclimb (Looking East From Compass Plaza)



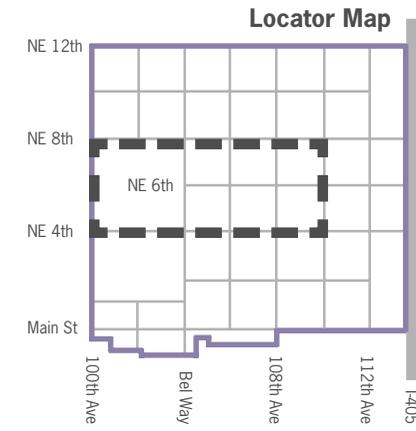
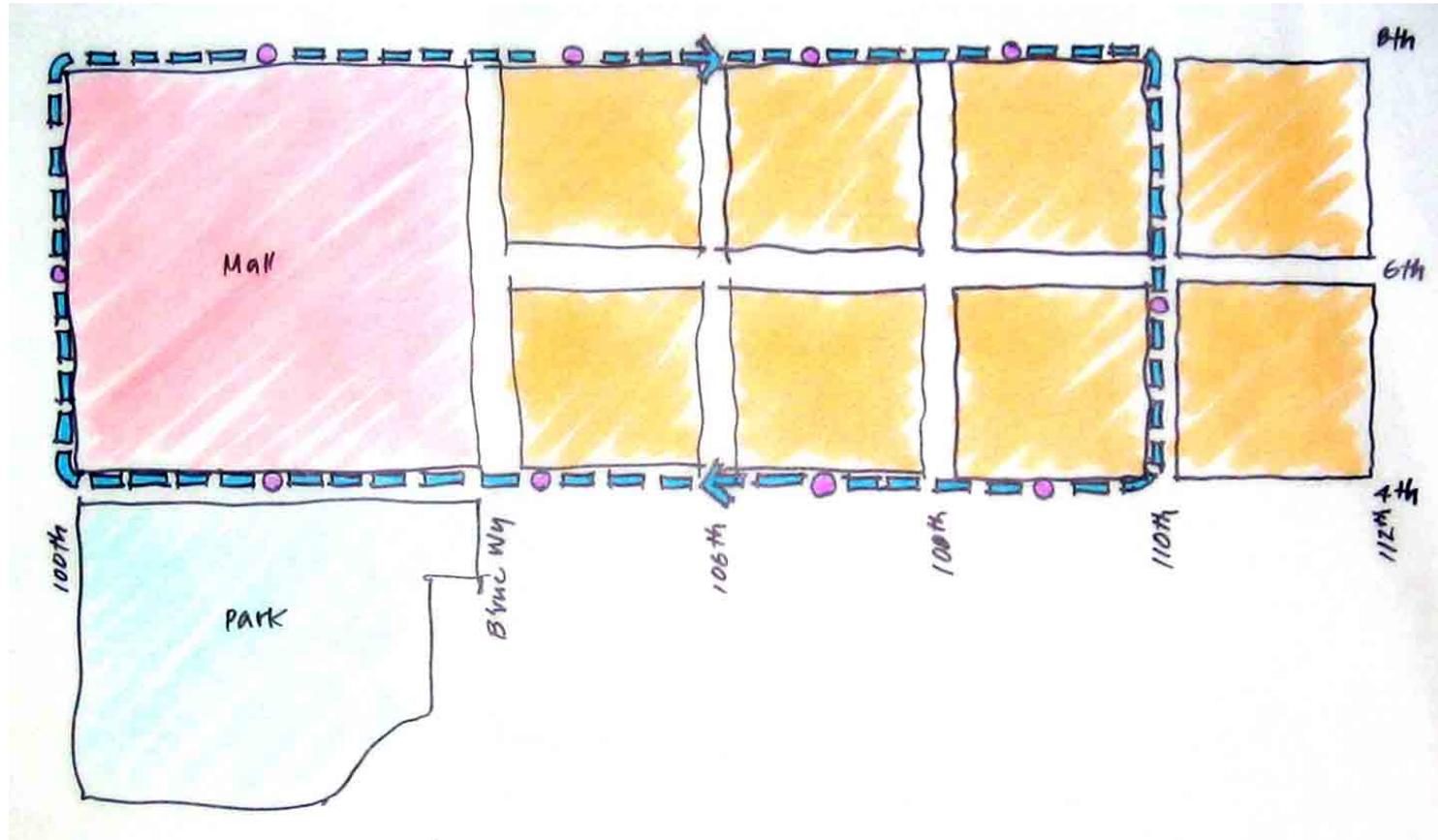
The total grade change between 106th Ave and 108th Ave along NE 6th is surprising. The hillclimb would include a water feature with bridges to create a very dramatic view from Compass Plaza.

6th Street Hillclimb (Looking East)



The 6th Street Hillclimb would include a water feature that cascades down from 108th Ave to Compass Plaza. Diagonal bridges would provide an alternate route to the stairs.

Downtown Circulator Concept



There is an opportunity for a downtown circulator to help define the Center District while providing connectivity for surrounding neighborhoods. A modern street car could operate in a clockwise direction with traffic and have frequent stops each block.

Team Five: Corps of Discovery

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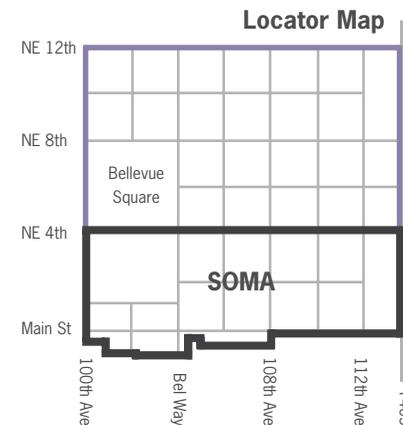
Marilee Stander, EDAW

Ken Thiem, Bellevue Staff Resource



ASSIGNMENT

Team Five (along with Team Six) was given the assignment of SOMA, or the “south of mall area.” SOMA is the southern third of Downtown Bellevue, delineated by NE 4th Street to the north, the Main Street area to the south, 100th Ave NE to the west, and I-405 to the east.



APPROACH

Downtown Neighborhoods

By breaking down the mega-scale blocks, distinct and unique neighborhoods have been articulated. Bellevue is a place with the multiplicity of environments:

Walk it

We live it

WE LOVE IT

We used small scale and disintegration of the superblock to create themed neighborhoods. What creates the personalities:

- Residential backbone
- Activities, streets, spaces, views
- Diversity of scale texture, color palettes, water + activities



Hierarchy of Linkages

The city will need to implement a finer grain to its urban design guidelines. It must create a hierarchy of linkages stitched together with mid-block connectors and a variety of spaces.

Themed Signature Streets:

- Bellevue Way (shopping core)
- 106th Ave NE (cultural and entertainment)
- 108th Ave NE (business and finance)
- Main Street Boulevard (the southern gateway)



Secondary Finger Streets:

- Parallel parking
- Parking one side
- Sidewalks
- Designated bike trails

Alleys and Trails:

- Discovery trails throughout the community



Stitched Together by Green Spaces

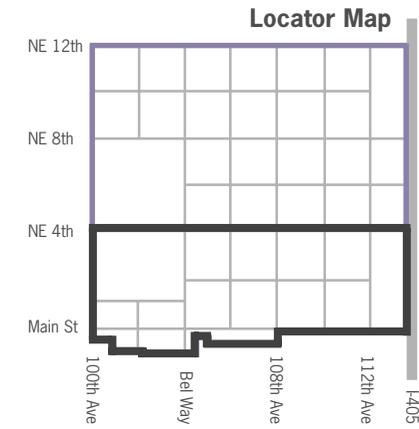
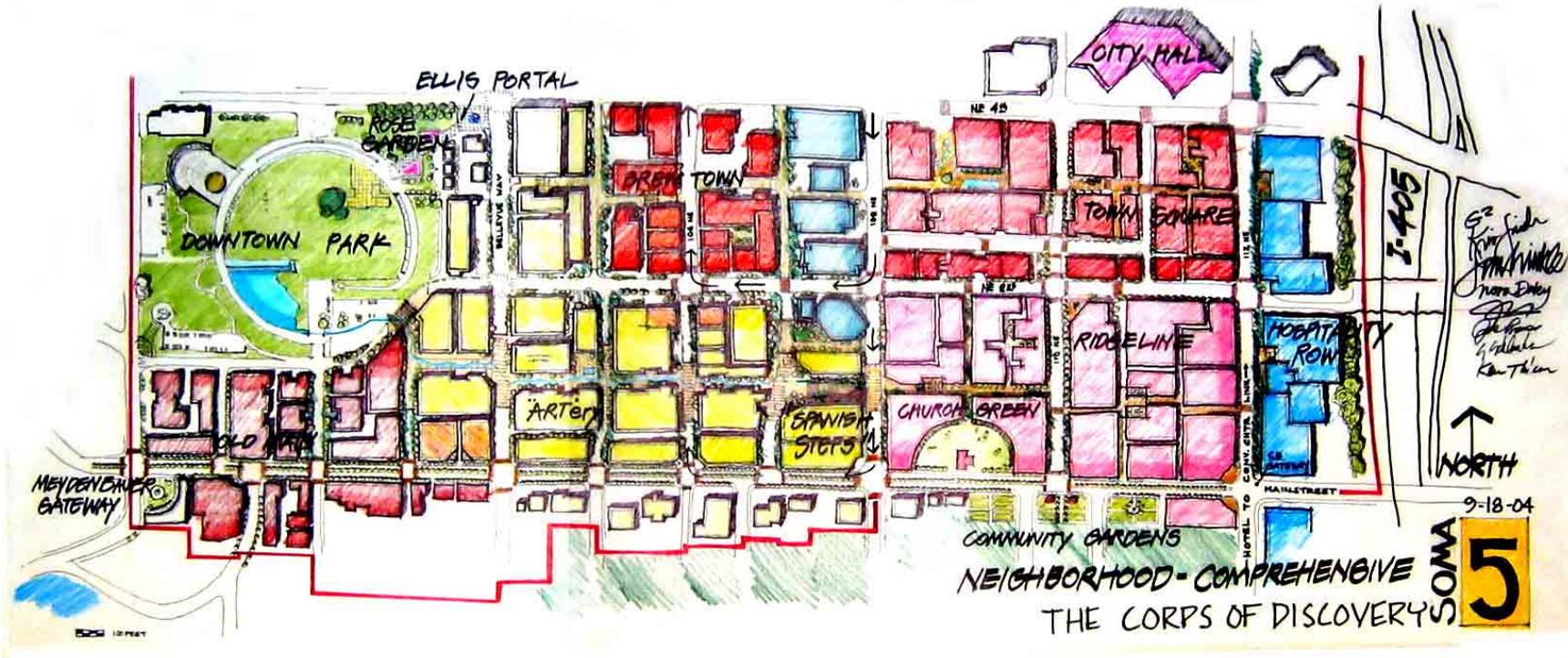
We are articulating six neighborhoods. Like a quilt, our neighborhoods are stitched together by green “staples” that fasten the pieces together.

Residential is the underlying thread and vibrant key to creating livable neighborhoods that will generate vitality throughout the day and night. Residents will be able to relax and take advantage of the outdoors through a hierarchy of spaces:

- Downtown Park
- Intimate pocket spaces
- Larger urban spaces such as community garden, and foundation green
- Lake to Lake Trail

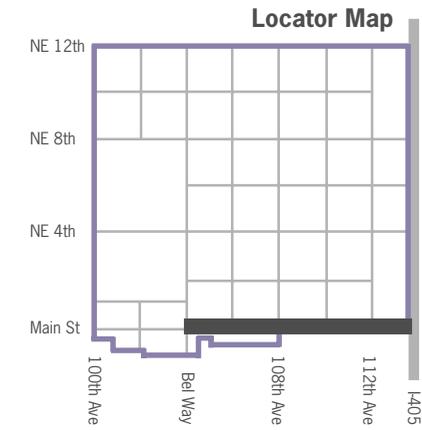
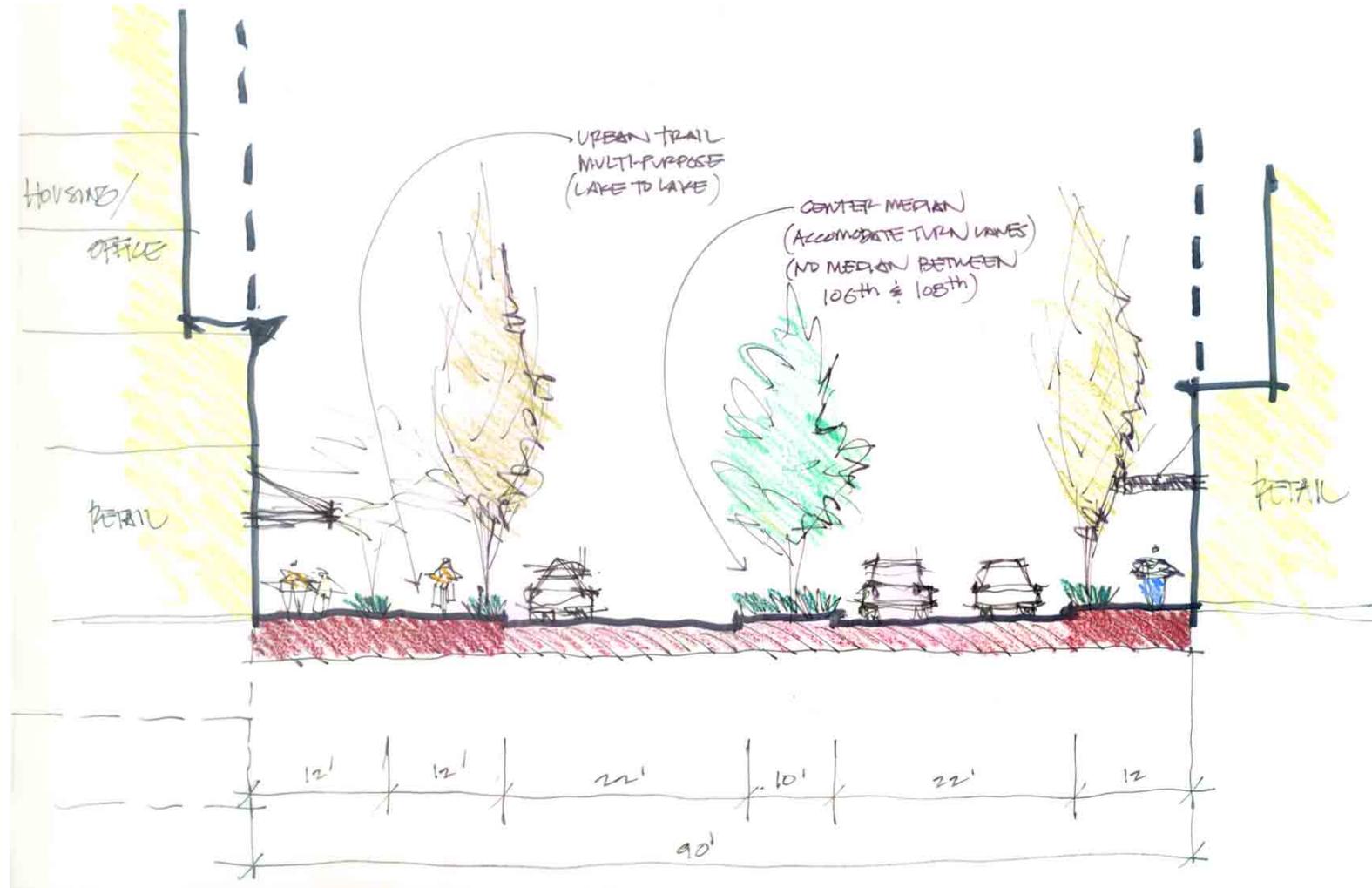


SOMA: A Series of Neighborhoods



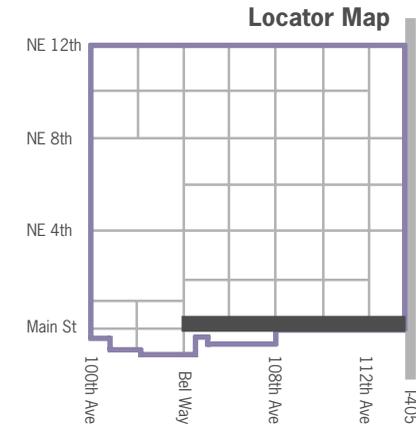
The plan for SOMA envisions an eclectic series of diverse neighborhoods and experiences which fuel a variety of urban lifestyles. The neighborhoods include Old Bellevue, Brewtown, the ARTery/Art District, Spanish Steps, Town Square, Ridgeline, and Hospitality Row.

Main Street



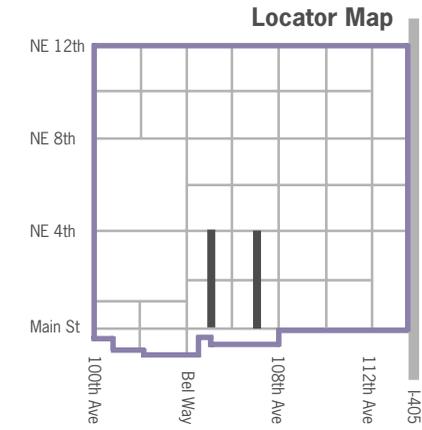
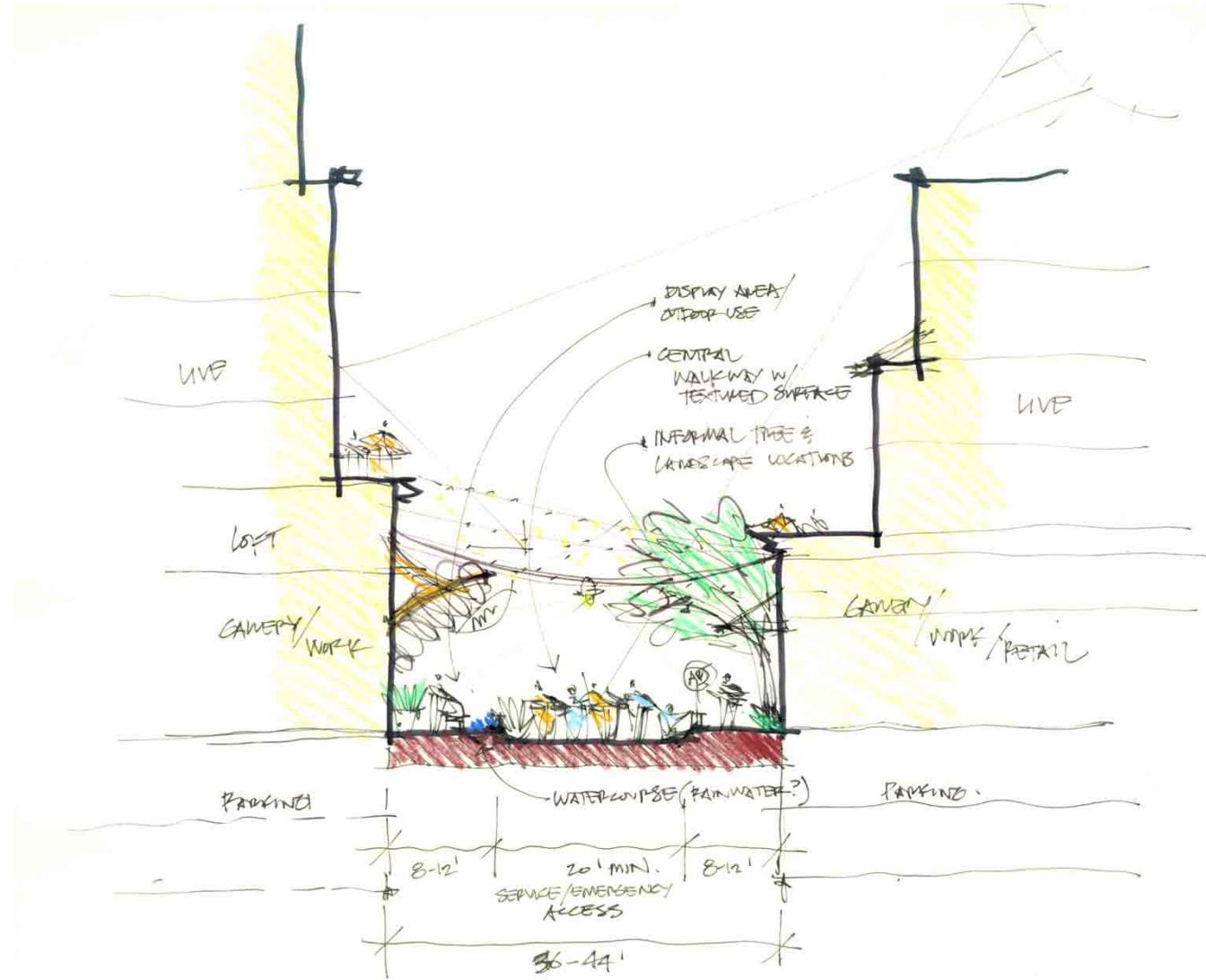
There are opportunities on Main Street, between Bellevue Way and 112th Ave, for a greener, more activated character. Main Street could incorporate the Lake to Lake Trail, landscaped medians, and more sidewalk-oriented uses.

Main Street



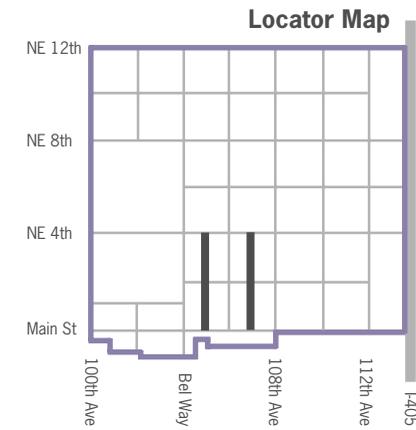
Main Street will evolve into a vibrant corridor. A diverse housing supply will be a key component to spur the uses and activities to make this portion of Downtown Bellevue great.

Art Mews



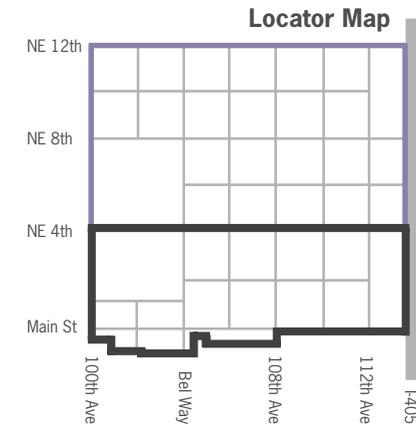
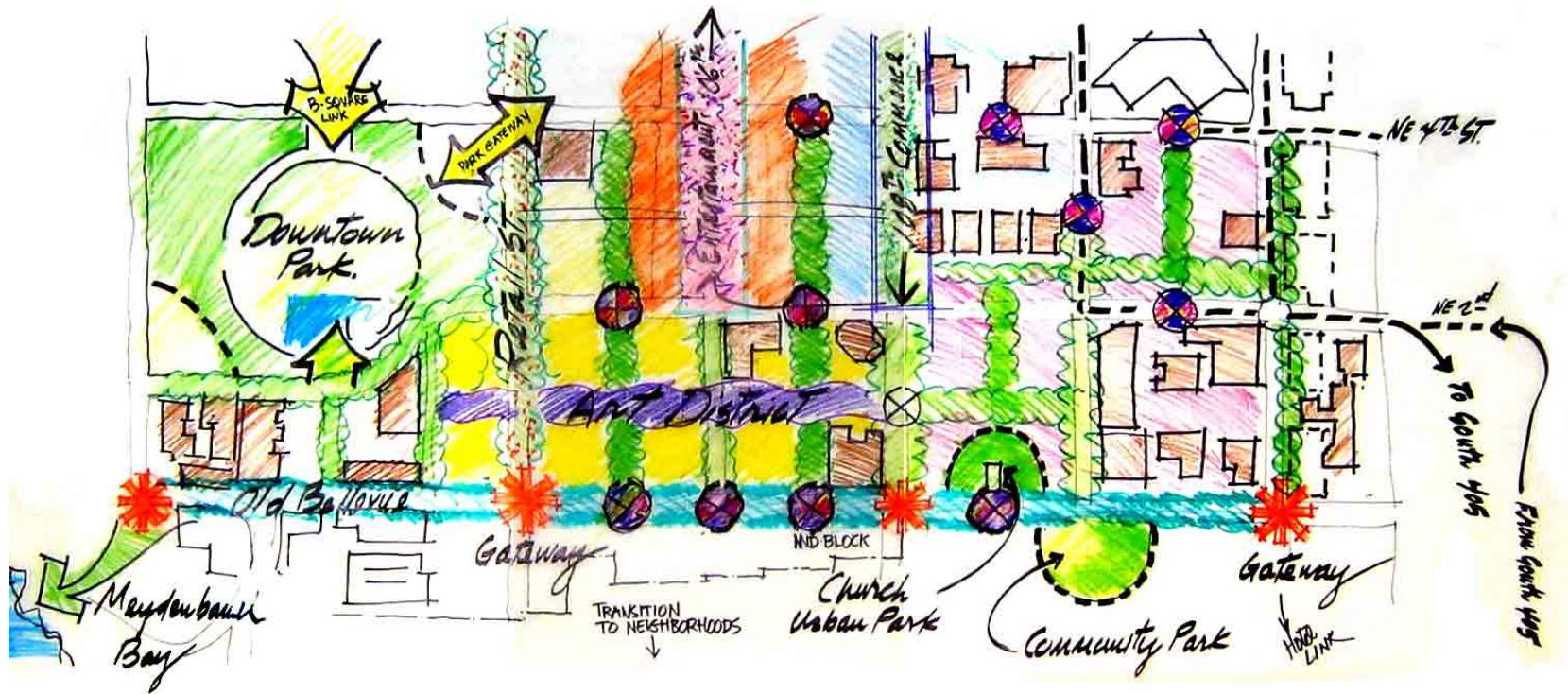
Art Mews could occur on some of the odd-numbered avenues in the SOMA district. The streets would be able to be closed for special events.

Art Mews



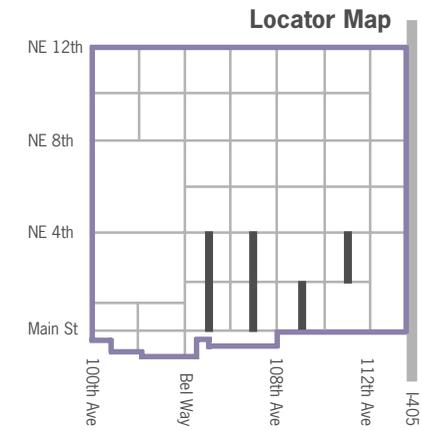
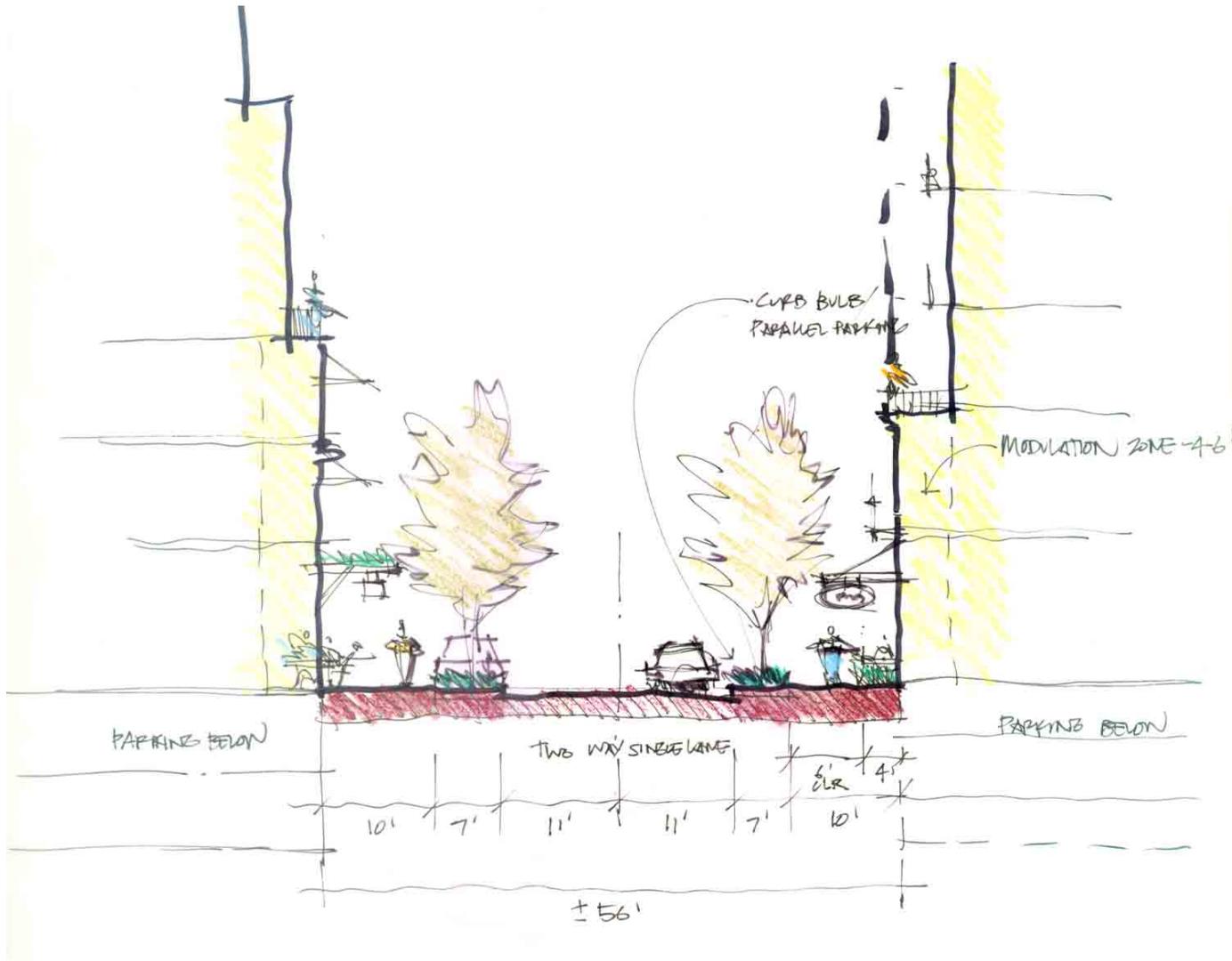
The scale of the Art Mews would include space for two travel lanes (for very low speeds) and sidewalks that are not overly wide. They would have a heightened sense of interest and enclosure, very different from the character of the major arterials.

SOMA Connections



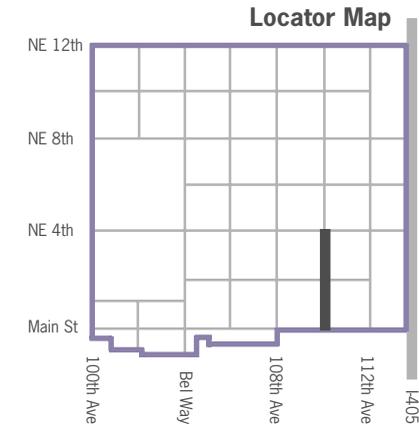
A series of connections through the SOMA district will help tie the disparate blocks of development into a series of true downtown neighborhoods. An example shown in the graphic is a continuous east-west pedestrian connection at the approximate NE 1st alignment from Old Bellevue to 110th Ave.

Green Streets



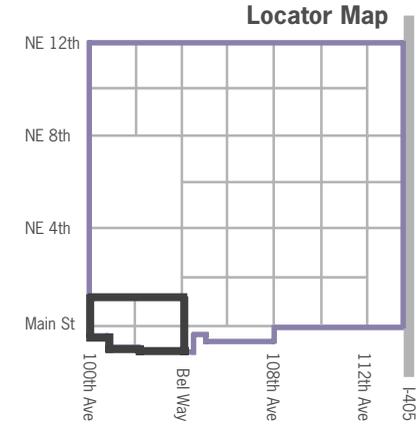
Green Street treatments could occur on portions of some of the odd-numbered, north-south avenues.

110th Ave NE



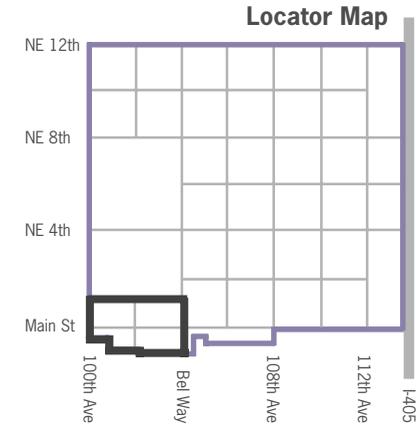
The portion of 110th Ave NE within SOMA is an example of a quieter, largely urban residential street.

Old Bellevue



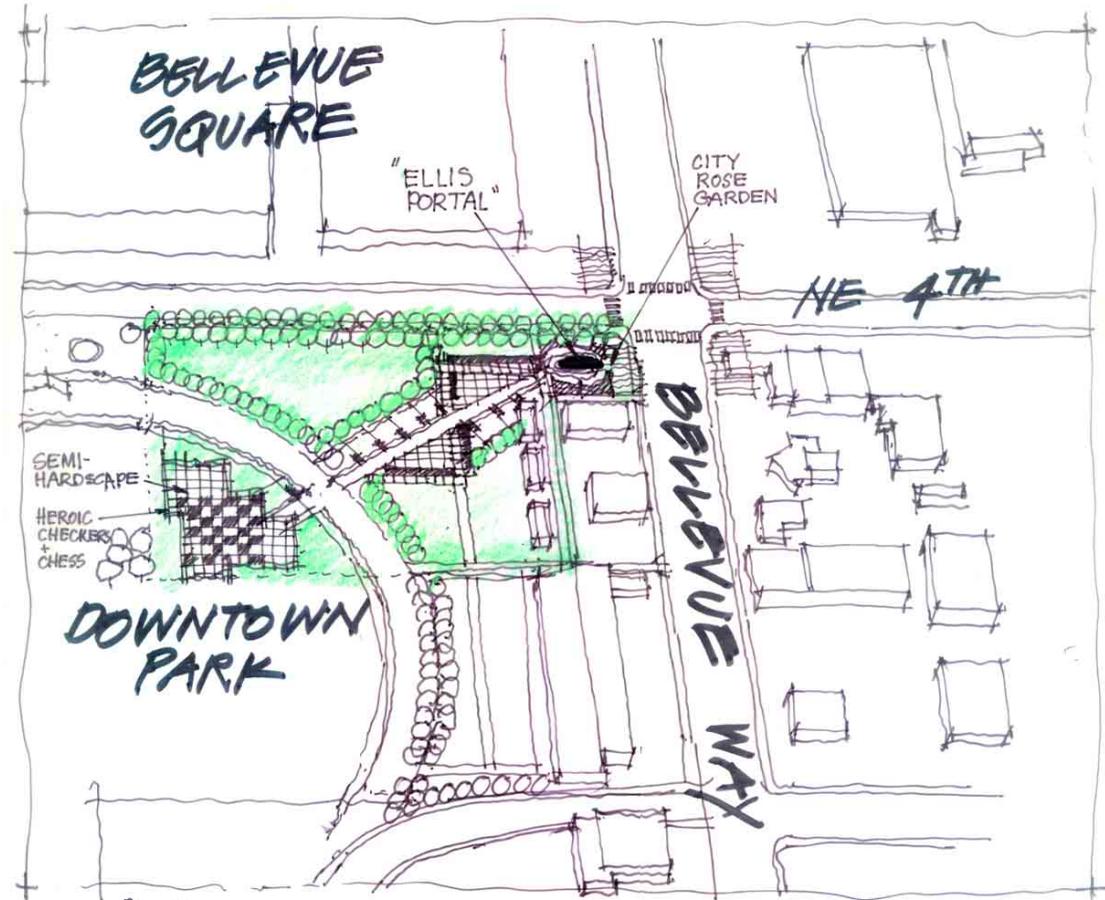
Old Bellevue is by far the most recognizable neighborhood in Downtown Bellevue. It will continue to evolve with interesting uses and a real sense of vitality.

Old Bellevue

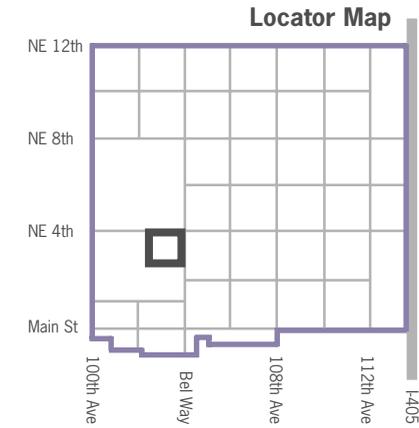


Old Bellevue is the place to take out-of-town visitors because of the pedestrian-scaled character and mix of uses.

Gateway to Downtown Park

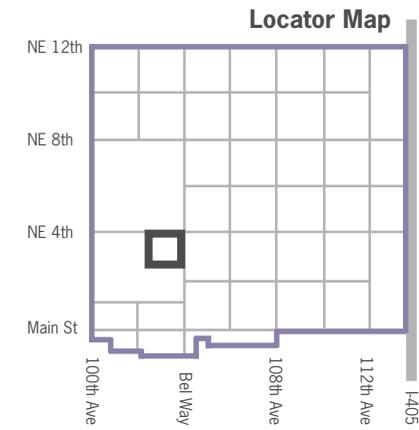
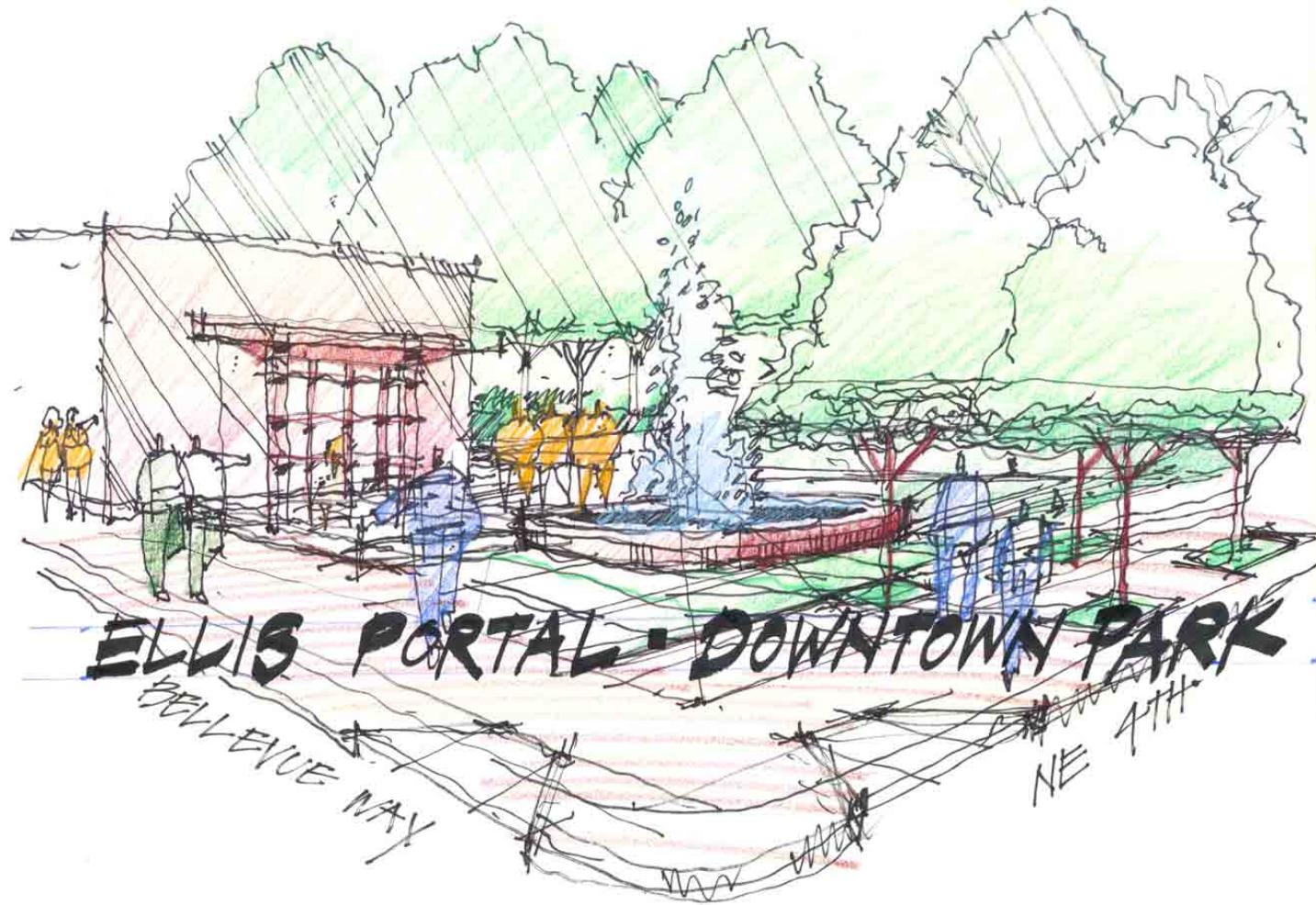


- PARK ENERGIZERS:**
- BAND SHELL
 - TENNIS
 - B-BALL
 - PAR COURS
 - CONCESSIONS
 - LINK TO "MARINA"
 - FOUNTAIN
 - WADING POOL
 - DAY CARE
 - SKATE PARK
 - PLAY AREA
 - ART GARDEN
 - CONNECTION TO B-SQUARE



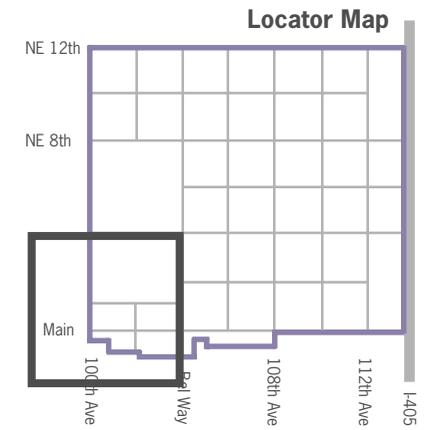
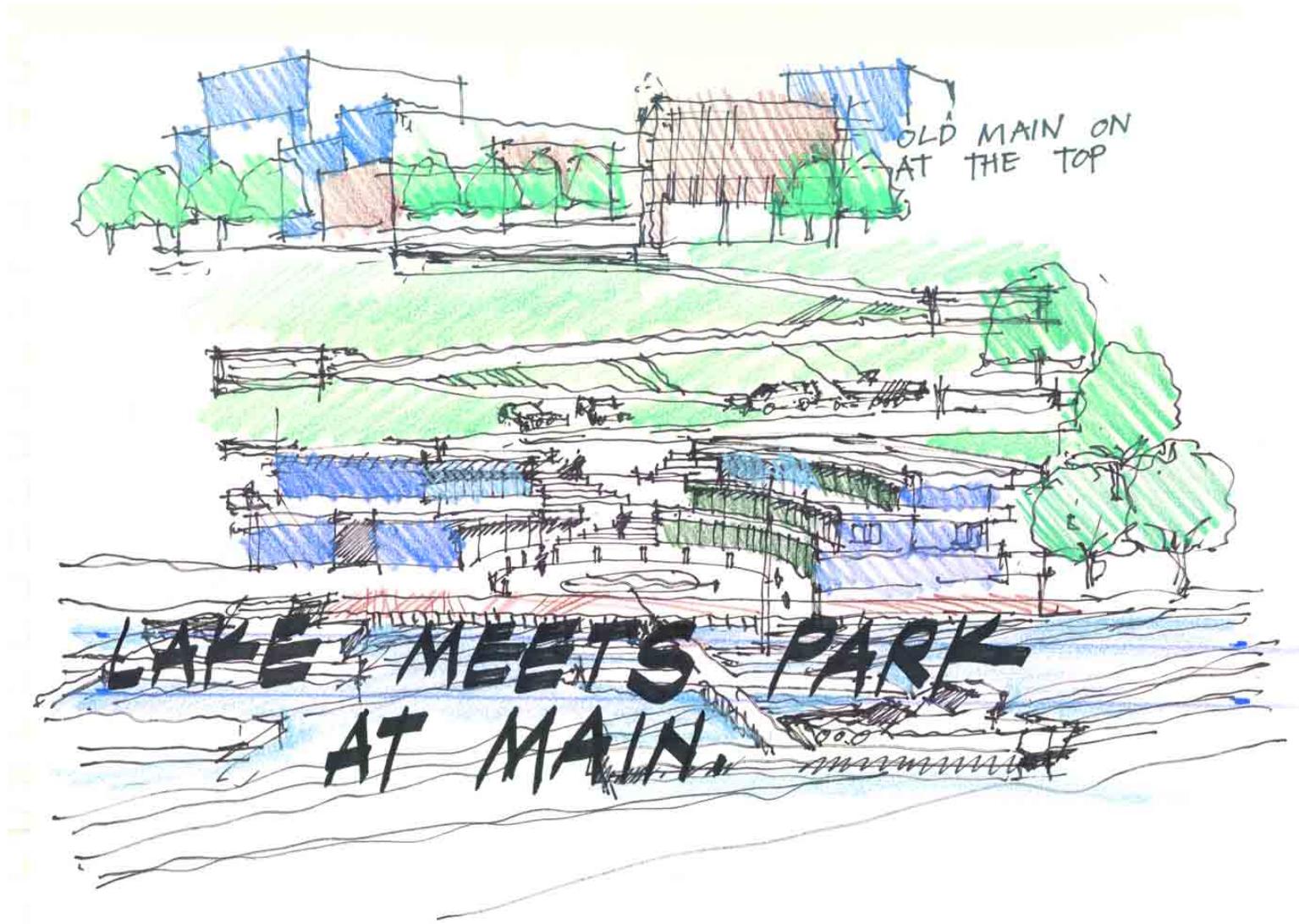
There is an opportunity to open up Downtown Park to Bellevue Way. The park would also benefit from more "energizers" such as active recreation opportunities, a band shell, wading pool, skate park, and park-oriented concessions.

Downtown Park Presence on Bellevue Way



The connection from the downtown core to Downtown Park would occur at the Ellis Portal at Bellevue Way and NE 4th Street.

Connection to Meydenbauer Bay



An inviting waterfront at Meydenbauer Bay will be a tremendous asset for Downtown Bellevue.

Team Six: Las Ramblas

PARTICIPANTS

Bill LaPatra, Mithun (Team Leader)

Michael Cannon, EDAW

Jason Dardis, MulvannyG2

Debra Guenther, Mithun

Glenn Kost, Bellevue Staff Resource

Guy Michaelsen, The Berger Partnership

Christine Mullen, MulvannyG2

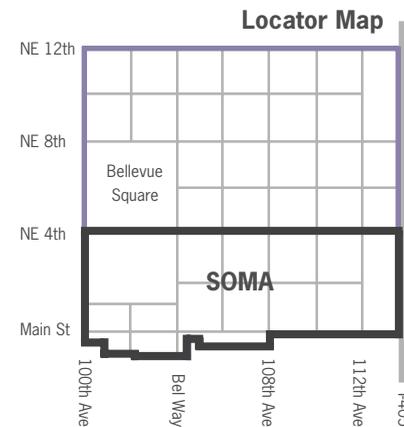
Bob Murase, Murase Associates

Joshua Scott, Mosaic



ASSIGNMENT

Team Six (along with Team Five) was given the assignment of SOMA, or the “south of mall area.” SOMA is the southern third of Downtown Bellevue, delineated by NE 4th Street to the north, the Main Street area to the south, 100th Ave NE to the west, and I-405 to the east.



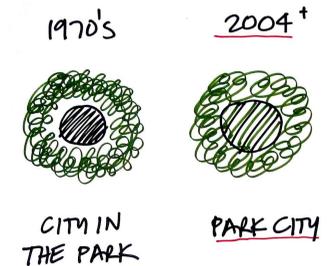
APPROACH

Five Principles

Our team participants included three architects, five landscape architects, and a member of the city's Department of Parks & Community Services as a resource.

Our approach focused on five primary strategic principles that, if implemented, will dramatically change the existing suburban fabric which currently exists in two thirds of the SOMA district, to a much more urban and modern series of three great place neighborhoods. Our five urban design principles are:

- Green street urbanism
- Charles Street park blocks
- Neighborhood distinction
- Park-once strategy
- Water connections



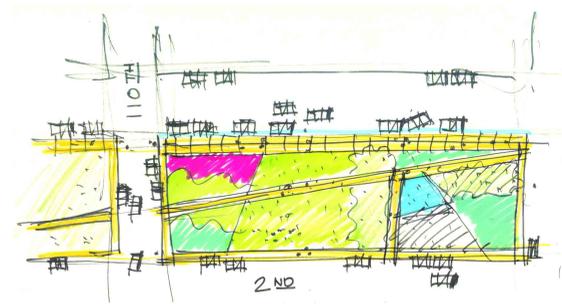
Green Street Urbanism

This principle develops a series of street sections that create an overriding ecologically-based set of guidelines

responding to climate, environment, private landowners, pedestrians, and the car. These streets range from high capacity boulevards to a new one-way grid system allowing equal car capacity, pedestrian-friendly sidewalks, and on-street parking.

Charles Street Park Blocks

This principle is our boldest strategy that converts NE 2nd Street to a north-biased series of linear park blocks connecting 112th Ave NE to Downtown Park. Both the purchase of some land by the city as well as private development dedications are requirements for the linkage of this Park Block strategy. NE 2nd Street will become Charles Street (its original name). It is located directly in the center of SOMA, and will become the strongest identifier for the area linking all three of the neighborhoods.



Neighborhood Distinction

We have developed three distinct identifiers for SOMA. “Old Bellevue” is already considered one of the most cherished and successful existing neighborhoods. We only intend to amplify its existing qualities and better

connect it to Downtown Park and Meydenbauer Bay. “Funky Town” (formerly City Center South) capitalizes on its smaller street grid and adjacency to Old Bellevue. We propose a true mixed-use vocabulary of smaller scaled projects with retail edges, on-street parking, a mix of office and residential uses, and a strong use of mid-block



connectors that break down the scale of the neighborhood. “New Bellevue” (formerly East Main) will command a new anchor use. Ideas range from a college campus, an art or music school, or a large public or private institution. This new use will add a needed identity and activity to this opportunistic neighborhood.

Park-Once Strategy

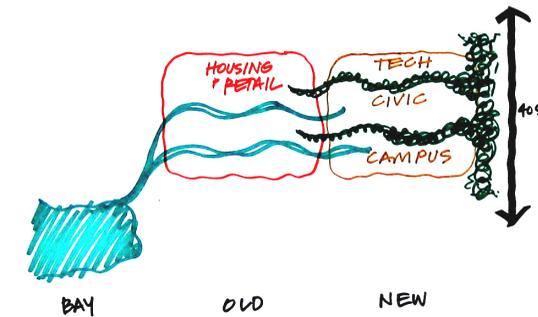
To promote an overriding goal of a pedestrian-friendly neighborhood, we are proposing a minimum of three city-



owned central garages. One occurring at 108th Ave NE, between Charles Street (NE 2nd Street) and Main Street. Another would occur at Main Street and Bellevue Way. A third smaller garage would be located at the east edge of Downtown Park. We would include incentives for private landowners to build less private parking and contribute some money to a central garage.

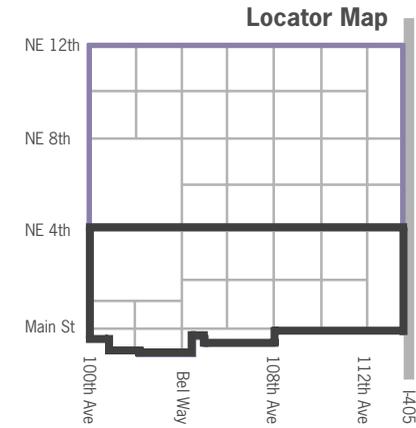
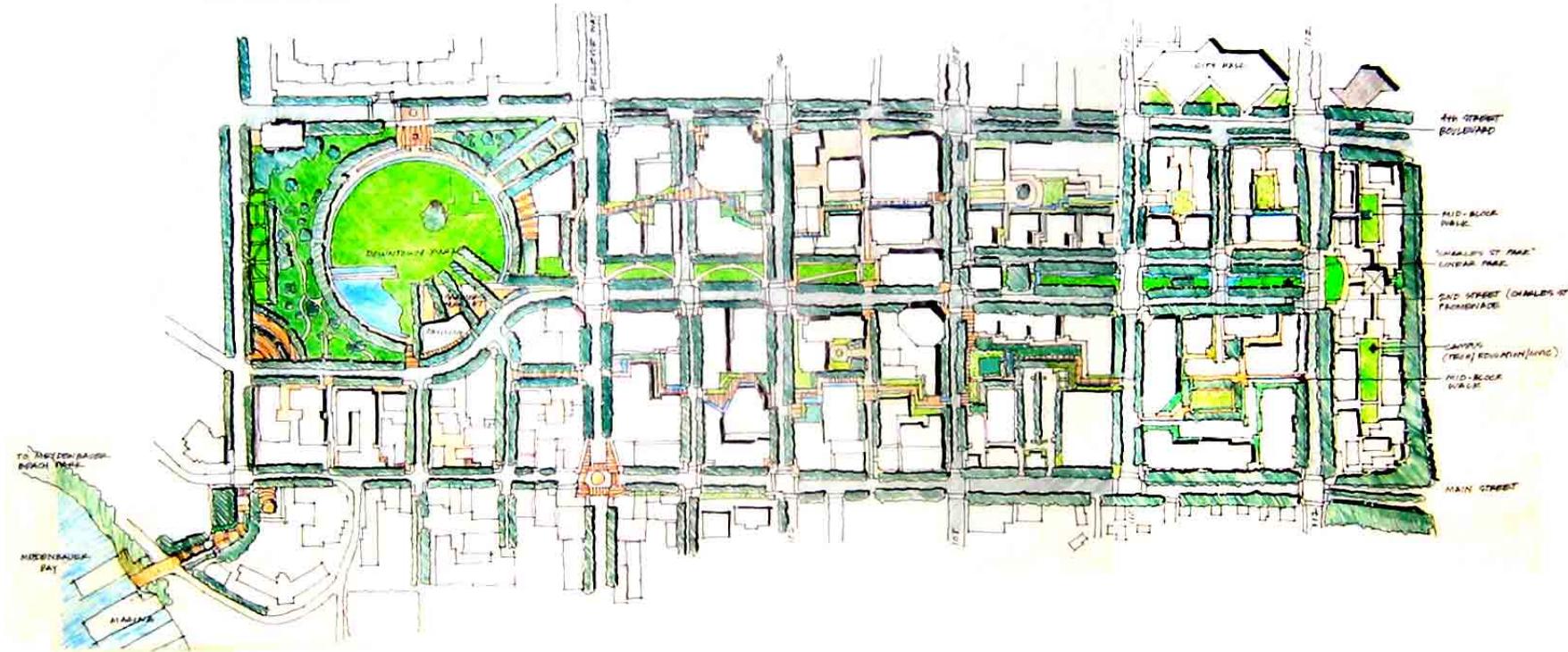
Water Connections

We have proposed both a wonderful aquatic destination park at Meydenbauer Bay, as well as smaller water features that are linked together throughout SOMA. Developer incentives will help promote mid-block water elements and a new spray park is proposed by the central parking garage in the “New Bellevue” neighborhood. In conjunction with the city’s purchase of 800 feet of waterfront at Meydenbauer Bay we have proposed a Whaling Village Museum and plaza as well as an aquatic park. This reconnects the waterfront to downtown through a series of prominent viewpoints and pedestrian connections.



Our five strategic principles can happen incrementally. The key will be the overall implementation of this framework and some catalyst projects that will begin the new urbanism of Downtown Bellevue and a creation of great neighborhoods with great places.

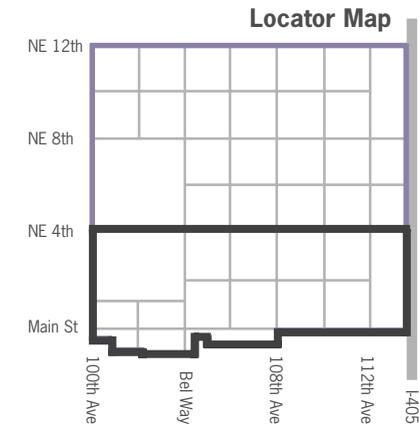
SOMA Overview



The name Las Ramblas derives from inspiration from the famous avenue in Barcelona, Spain. Barcelona has huge blocks like Downtown Bellevue along with a very rich pedestrian experience.

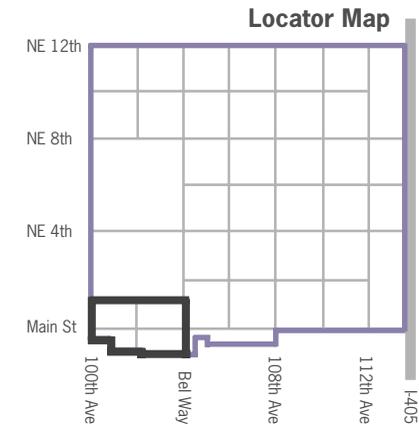
The vision for SOMA includes five principles: green street urbanism, Charles Street park blocks, neighborhood distinction, park-once strategy, and water connections.

Neighborhood Identity



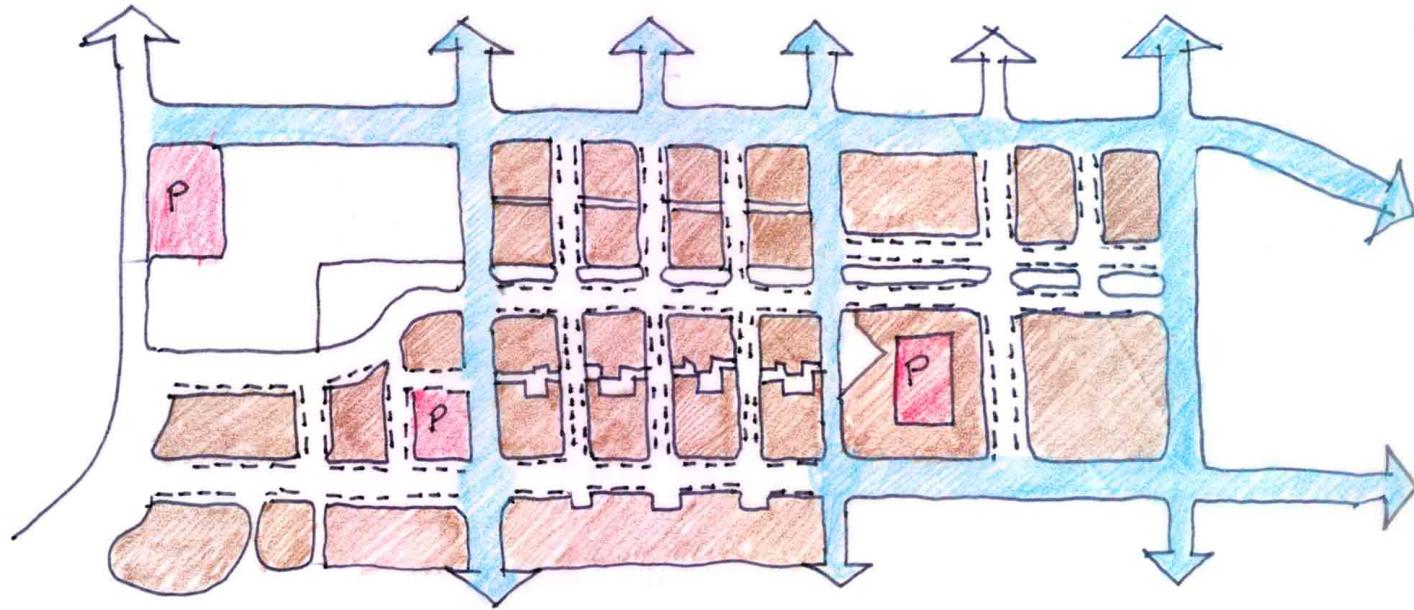
SOMA will include three very distinct neighborhoods: Old Bellevue, Funky Town, and New Bellevue.

Old Bellevue

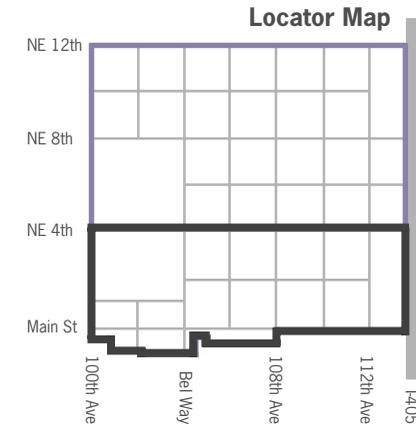


Old Bellevue is already considered a very successful and cherished neighborhood. There will be opportunities to both amplify its existing qualities and better connect it to Downtown Park and Meydenbauer Bay.

Vehicular Strategy



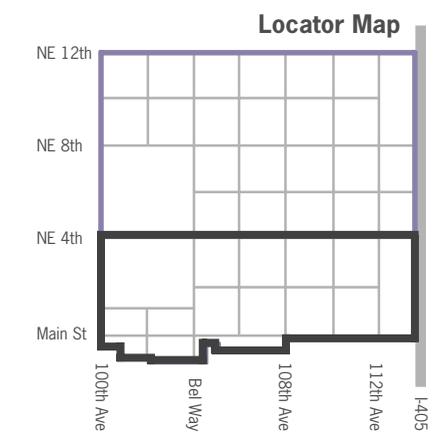
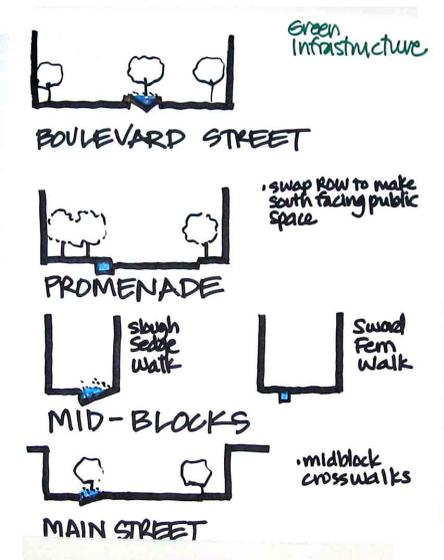
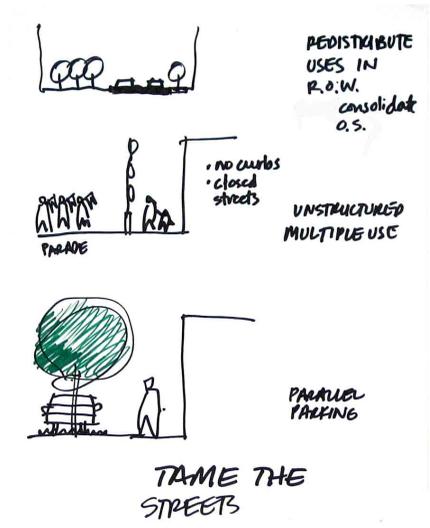
-  Auto Bias Street
-  Park Once Strategy
(city owned)
-  On-Street Parking



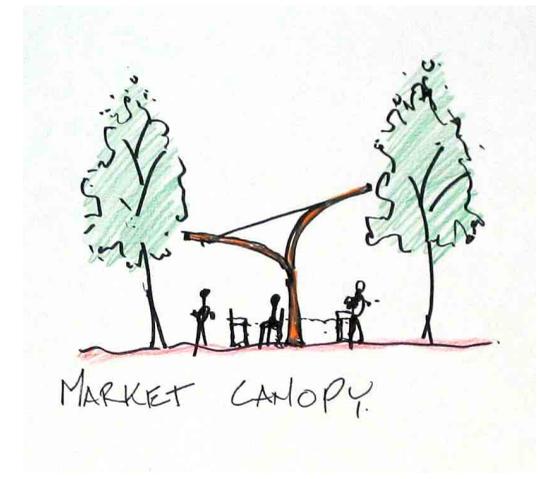
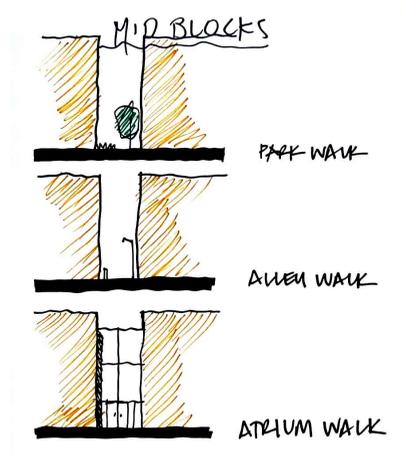
The vehicular strategy for SOMA promotes an overriding goal of fostering pedestrian friendly neighborhoods. NE 4th, Bellevue Way, 112th Ave, and a portion of Main Street will be auto-biased, but still friendly to the pedestrian.

Three strategically-located public parking garages and additional on-street parking will help to further the “park-once” concept.

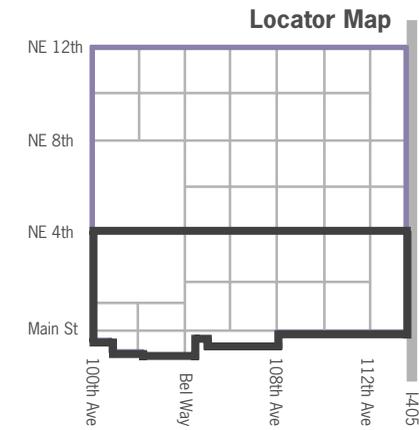
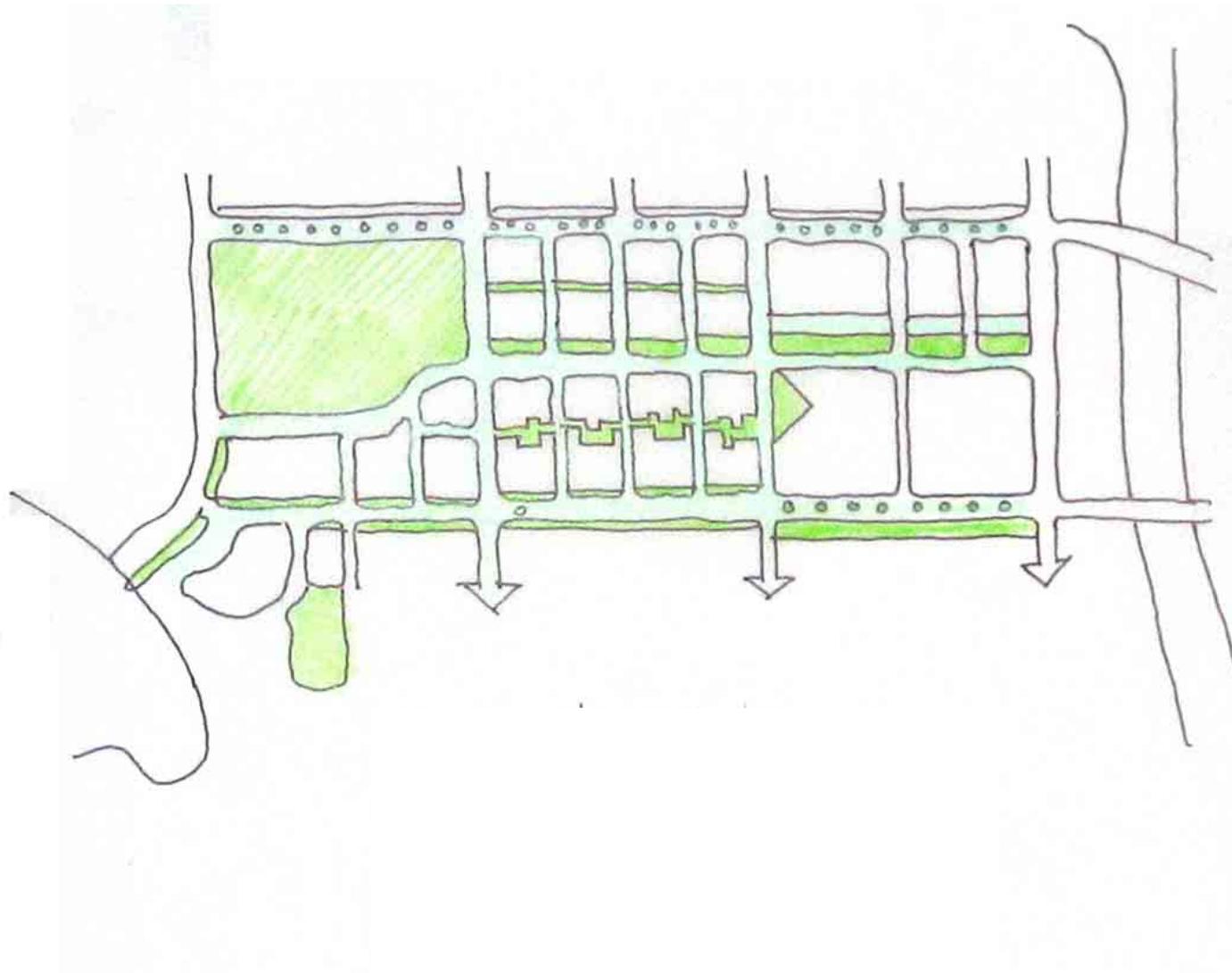
Building Streets and Pathways for the Pedestrian



There are opportunities throughout SOMA to create streets and pathways that encourage pedestrian activity.

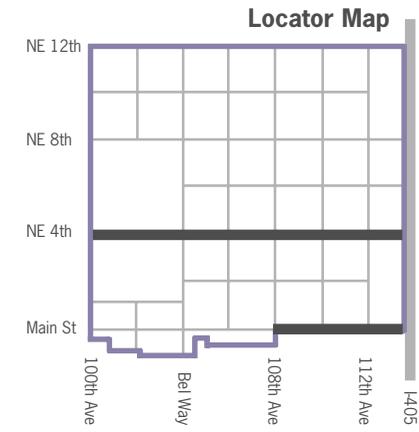
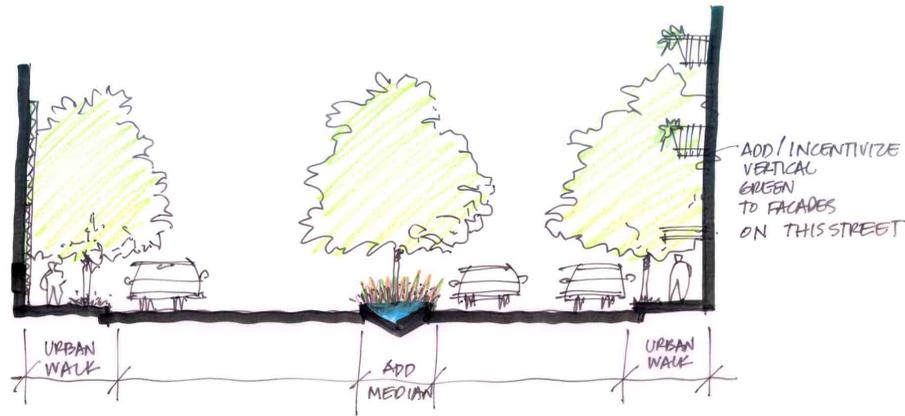


Green Street Urbanism

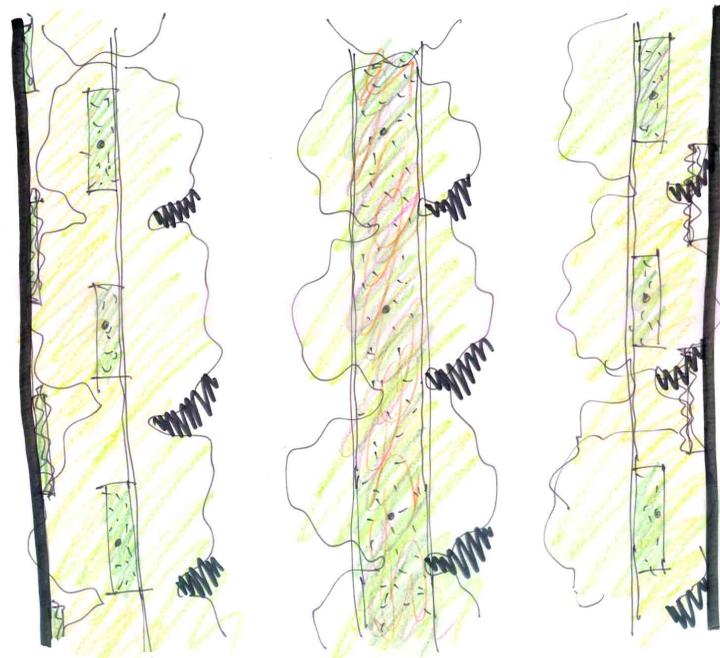


Green street urbanism would use landscaping, sidewalk treatments, pedestrian activities, and on-street parking to bring a very definable unifying character to SOMA.

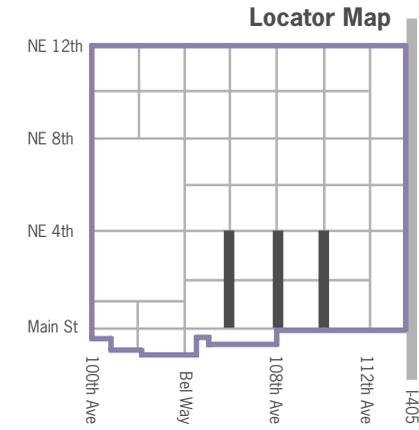
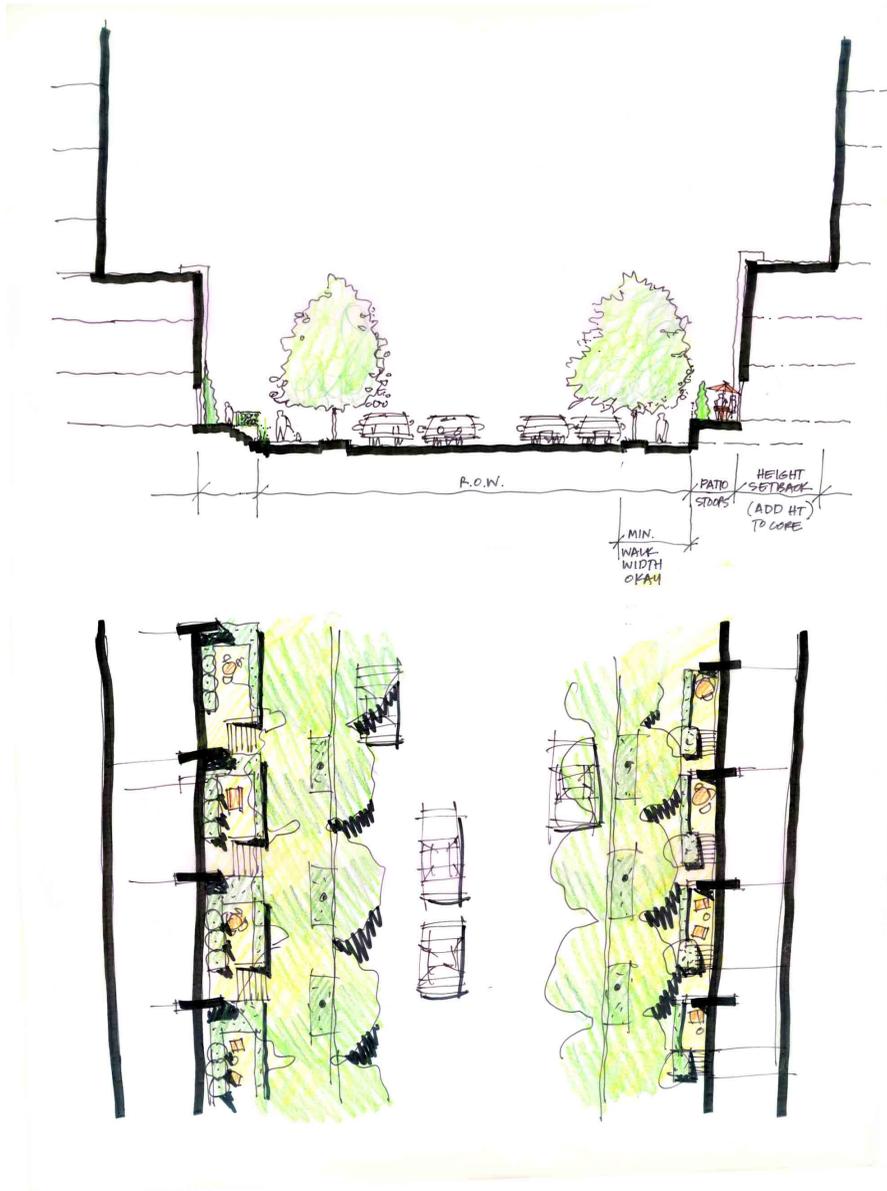
Boulevard Treatment



A boulevard treatment applied to NE 4th and Main Street (I-405 to 108th Ave) could enhance these auto-bias streets.

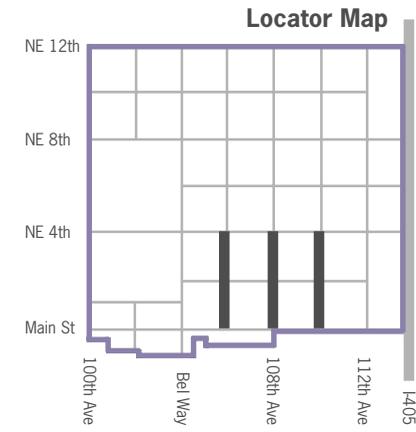
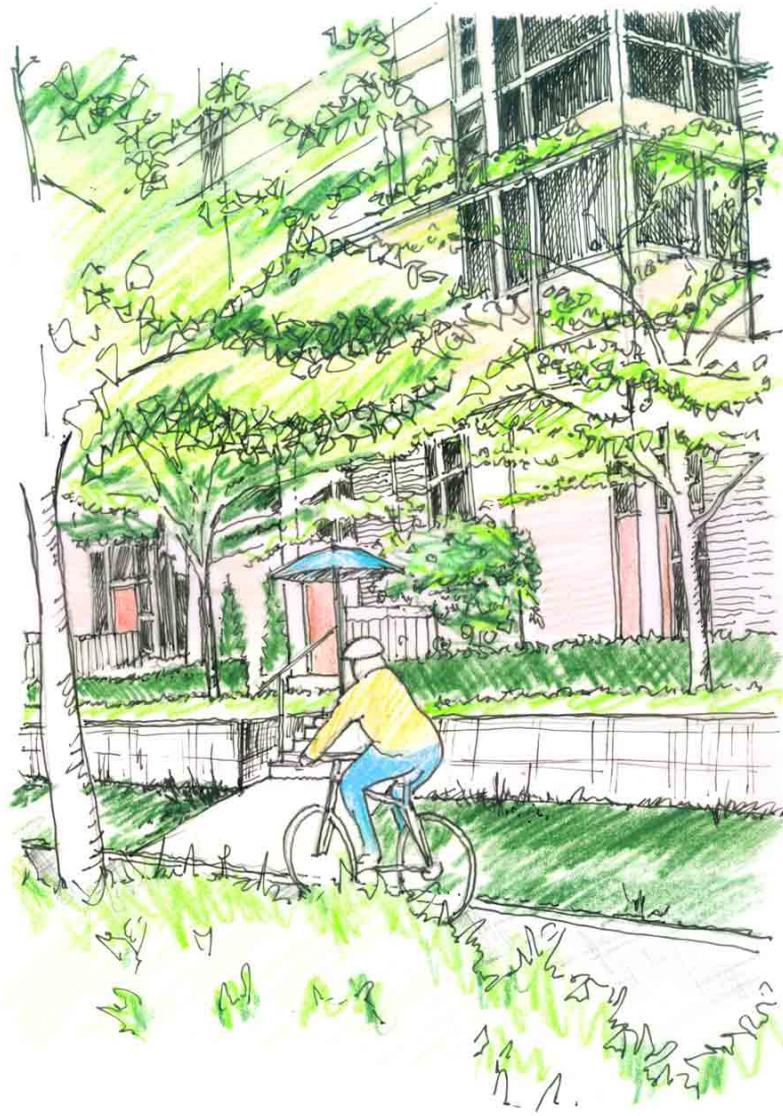


Active Residential Edge on North-South Streets



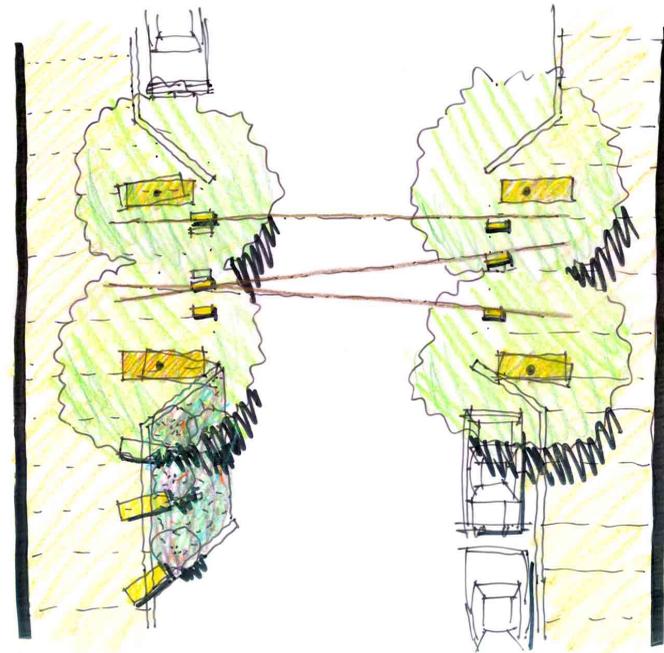
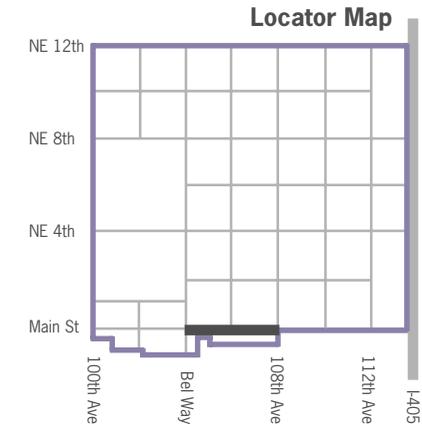
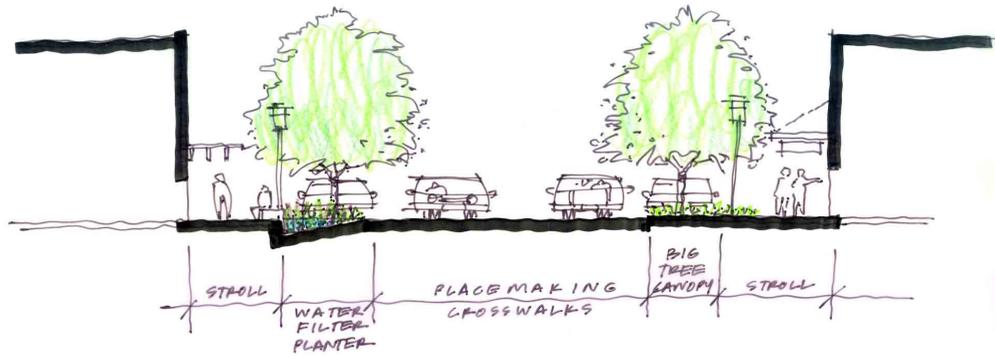
Some of the north-south streets provide the opportunity to enrich the street edge where residential uses abut.

Active North-South Streets



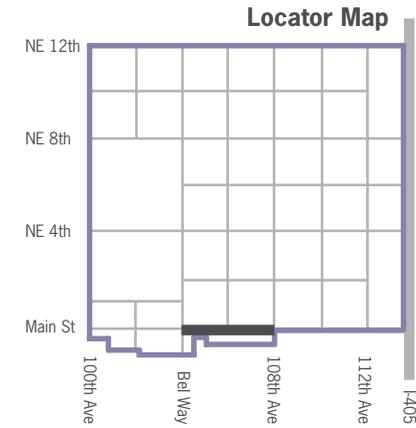
The north-south streets in SOMA could add to the neighborhood character that will develop over the next 20 years. Housing that is set up from the street with integrated landscaping will make this a wonderful route for pedestrians, cyclists, and automobiles.

Main Street



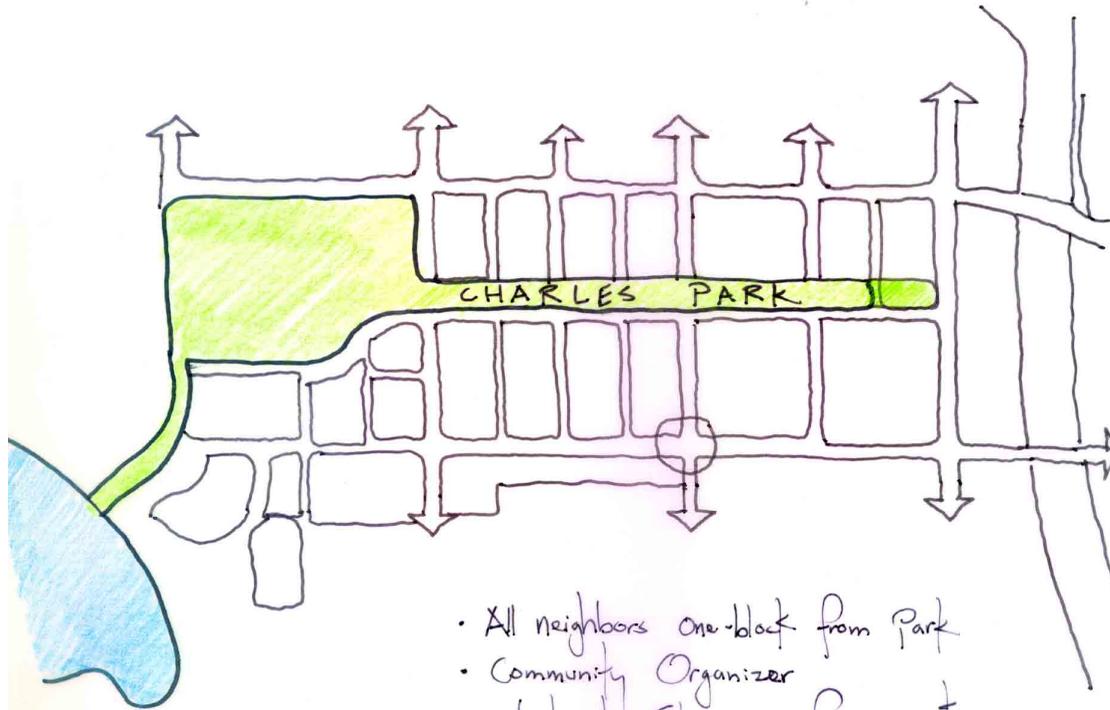
The portion of Main Street between Bellevue Way and 108th Ave could incorporate some interesting place-making features as redevelopment occurs. This example shows a water filtering planter, dramatic tree canopy, and possible treatments for a mid-block crossing.

Main Street

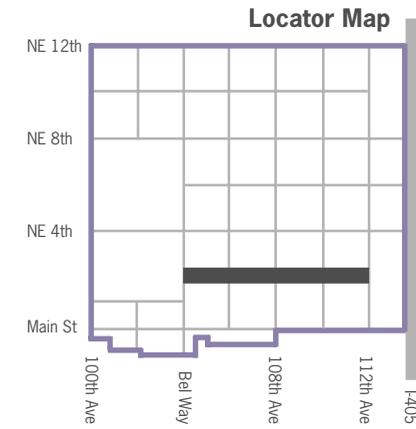


An idea that has been considered before but rejected, is the notion of extending the character of Old Bellevue east of Bellevue Way along Main Street. This idea may warrant further consideration based on the possibilities to create a more unified Main Street corridor and capitalize on what is working in the SOMA district.

Charles Street Park (on NE 2nd Street)

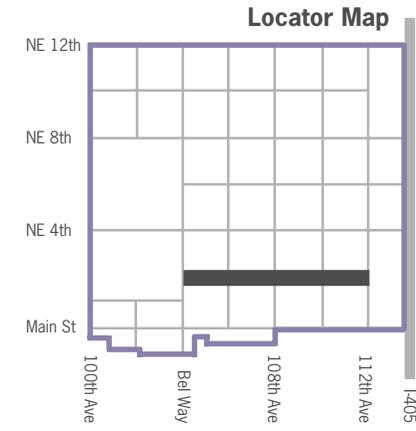
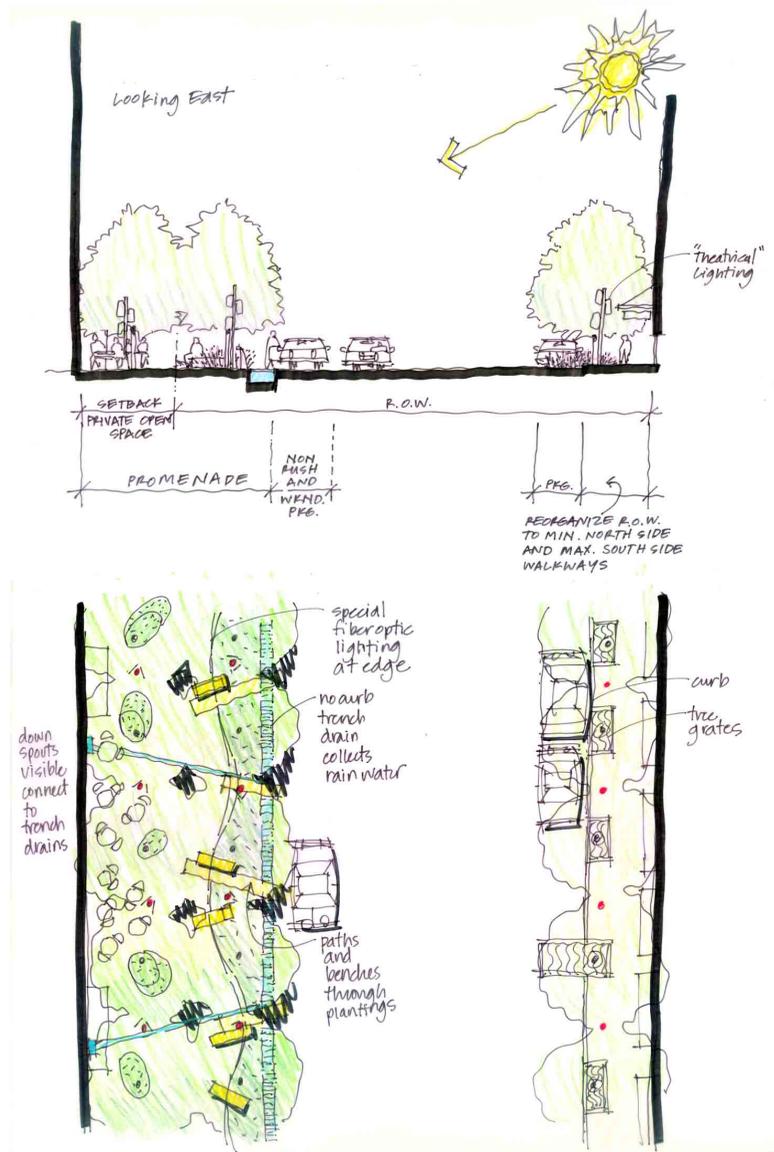


- All neighbors one block from Park
- Community Organizer
- Weekend Closures for events
- Paving Destination
- Lake to Lake trail System Link
- Programs along Park
 - Spray Park
 - Basket Ball
 - Seasonal Green Flowers
 - Cultural Festival - street closures



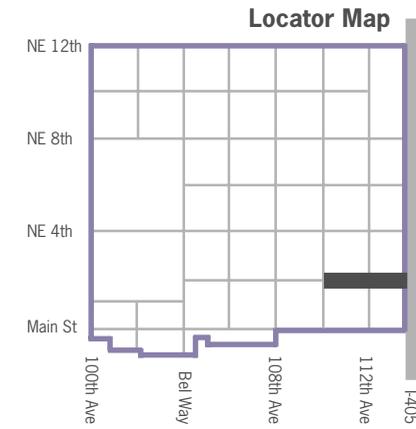
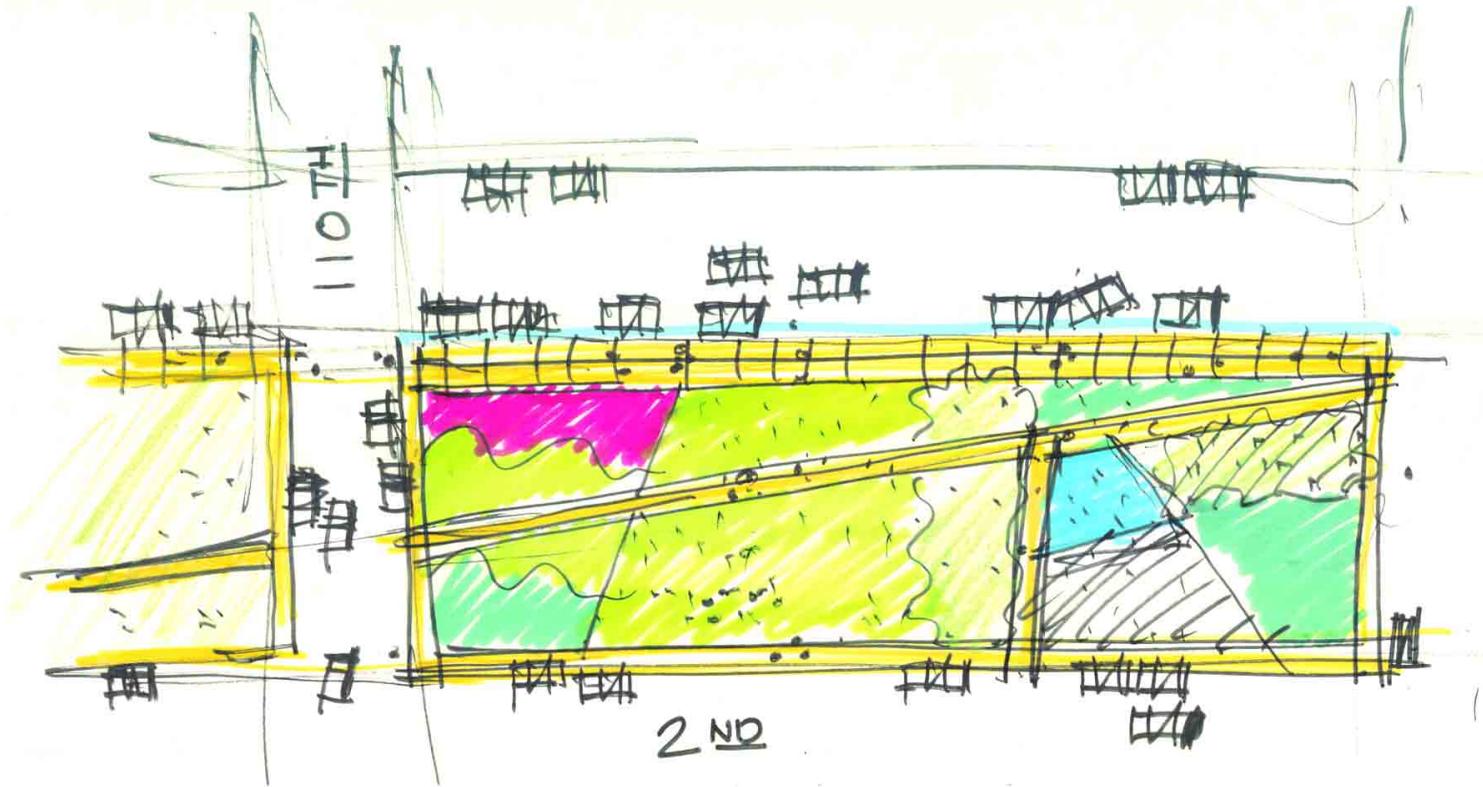
The linear Charles Street Park (along NE 2nd) would refer back to the historic name for the street while linking SOMA from east to west.

Charles Street Park



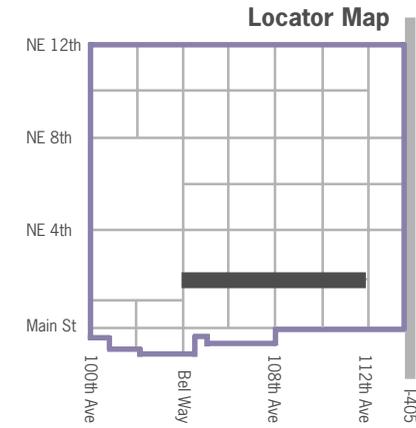
The Charles Street Park would have a very organic design and occur primarily north of NE 2nd to take advantage of exposure to sunlight.

Charles Street Linear Park (Near 110th Ave)



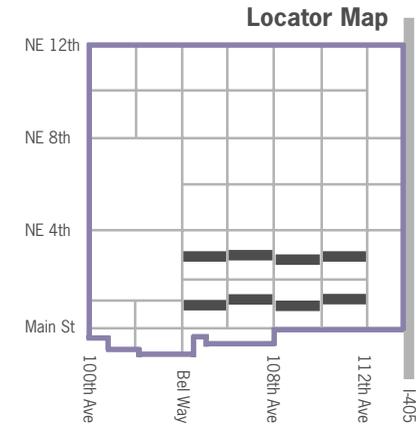
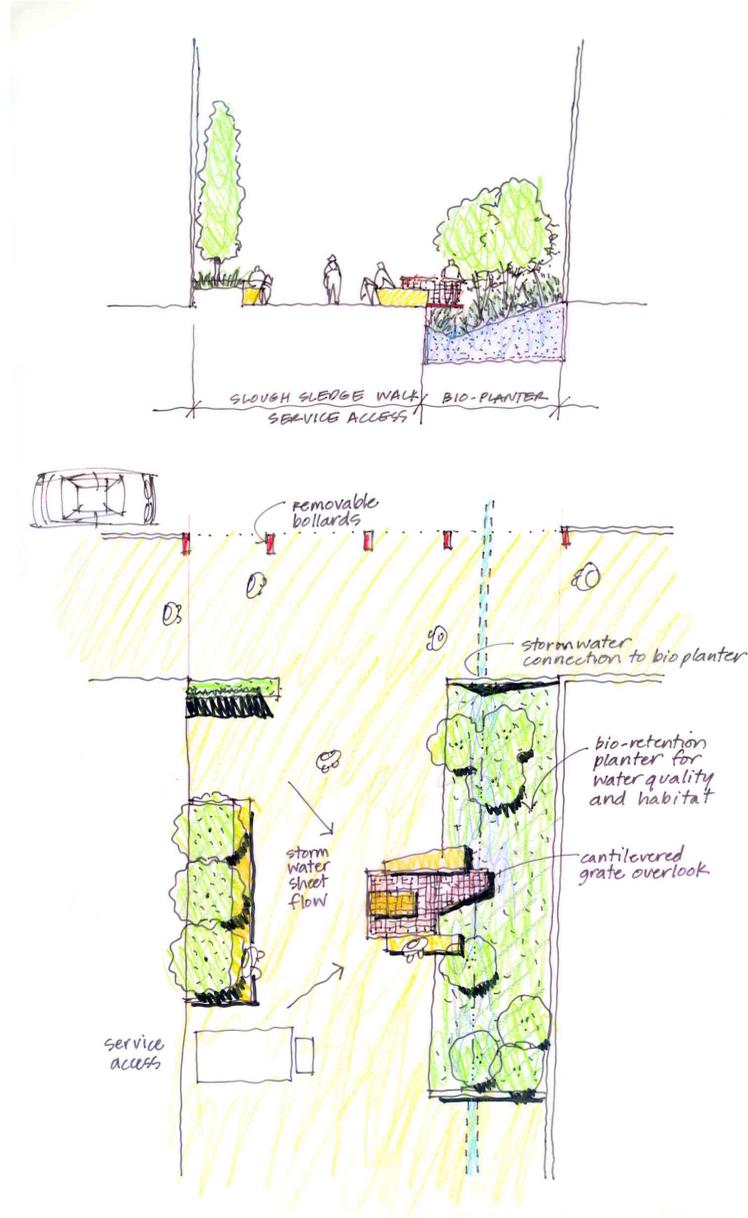
The Charles Street Park would extend to 100 feet in depth between NE 2nd Street and NE 2nd Place. This would provide a neighborhood park function for the New Bellevue neighborhood and tie in with the larger linear park.

Charles Street Linear Park



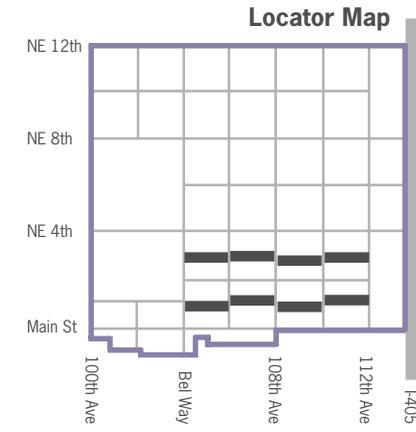
The linear park would require both city acquisitions as well as dedications made as part of private development proposals. The result would be a defining downtown design feature.

Mid-Block Park



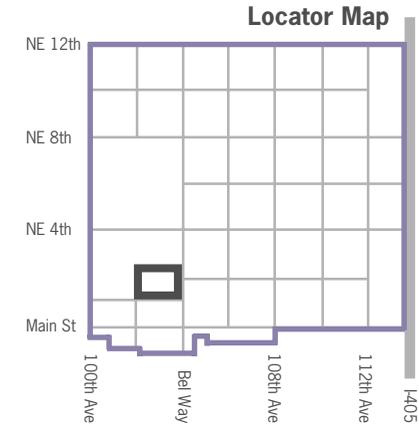
Mid-block parks could systemically occur in the NE 1st and NE 3rd Street alignments within SOMA. These parks could include innovative design concepts such as small bio-planters or rain collectors.

Mid-Block Park



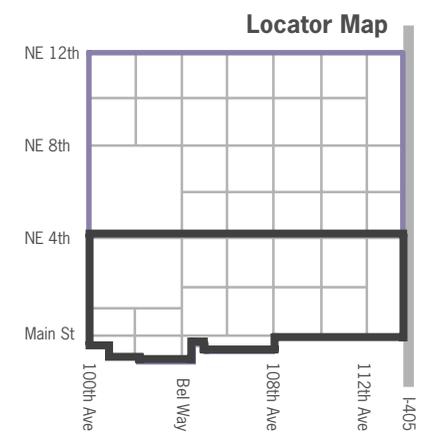
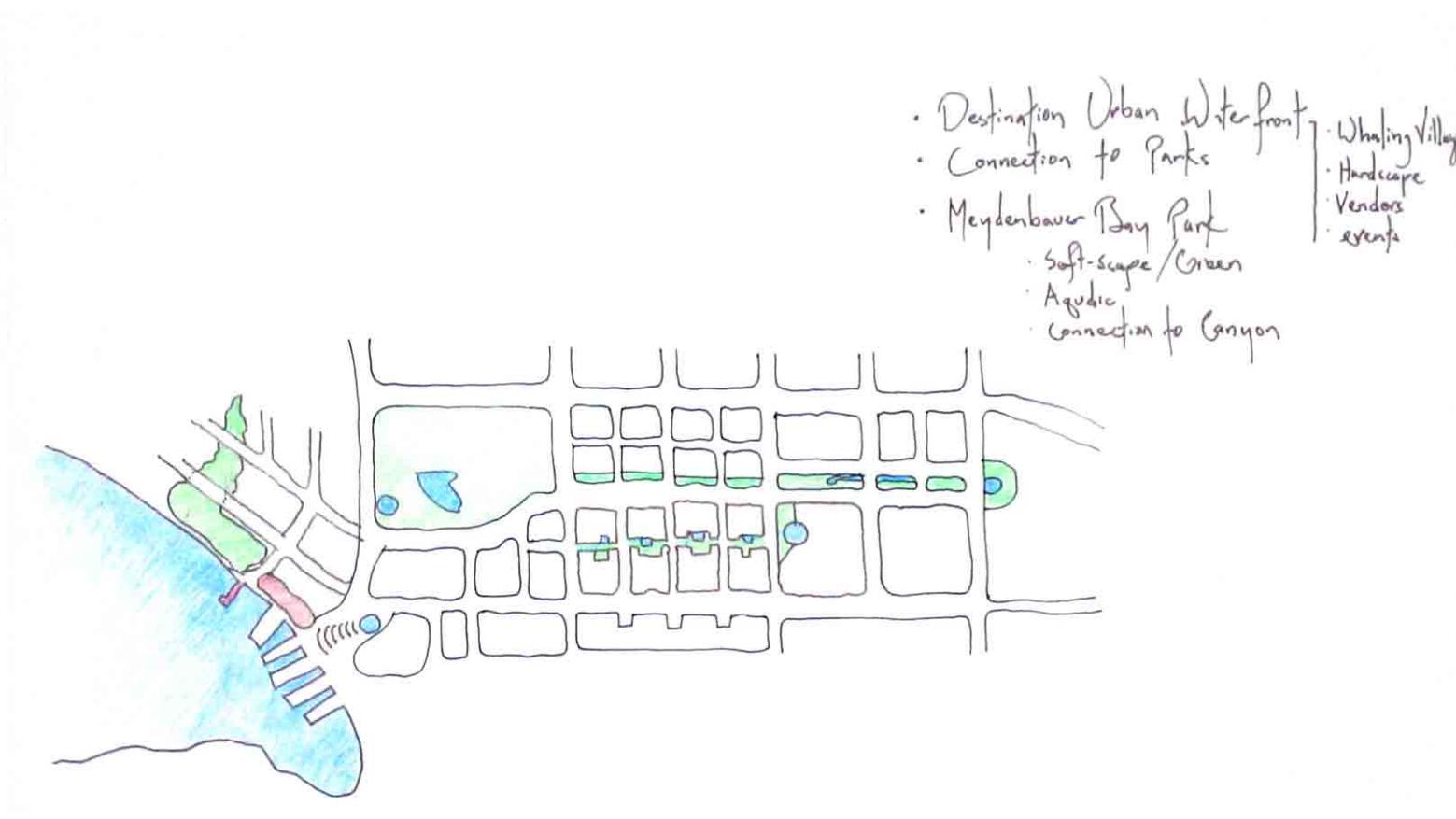
The mid-block park blocks would provide a meandering pedestrian-only path, linked together by mid-block crossings of arterials.

Completion of Downtown Park



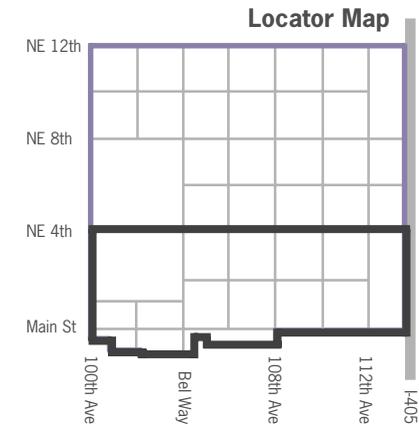
There may be the opportunity to complete Downtown Park in a manner that facilitates programmed uses such as a Farmers Market.

Water Connections



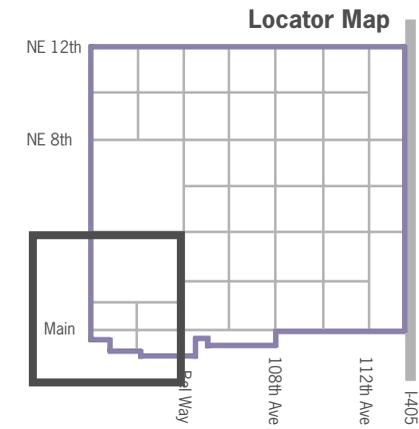
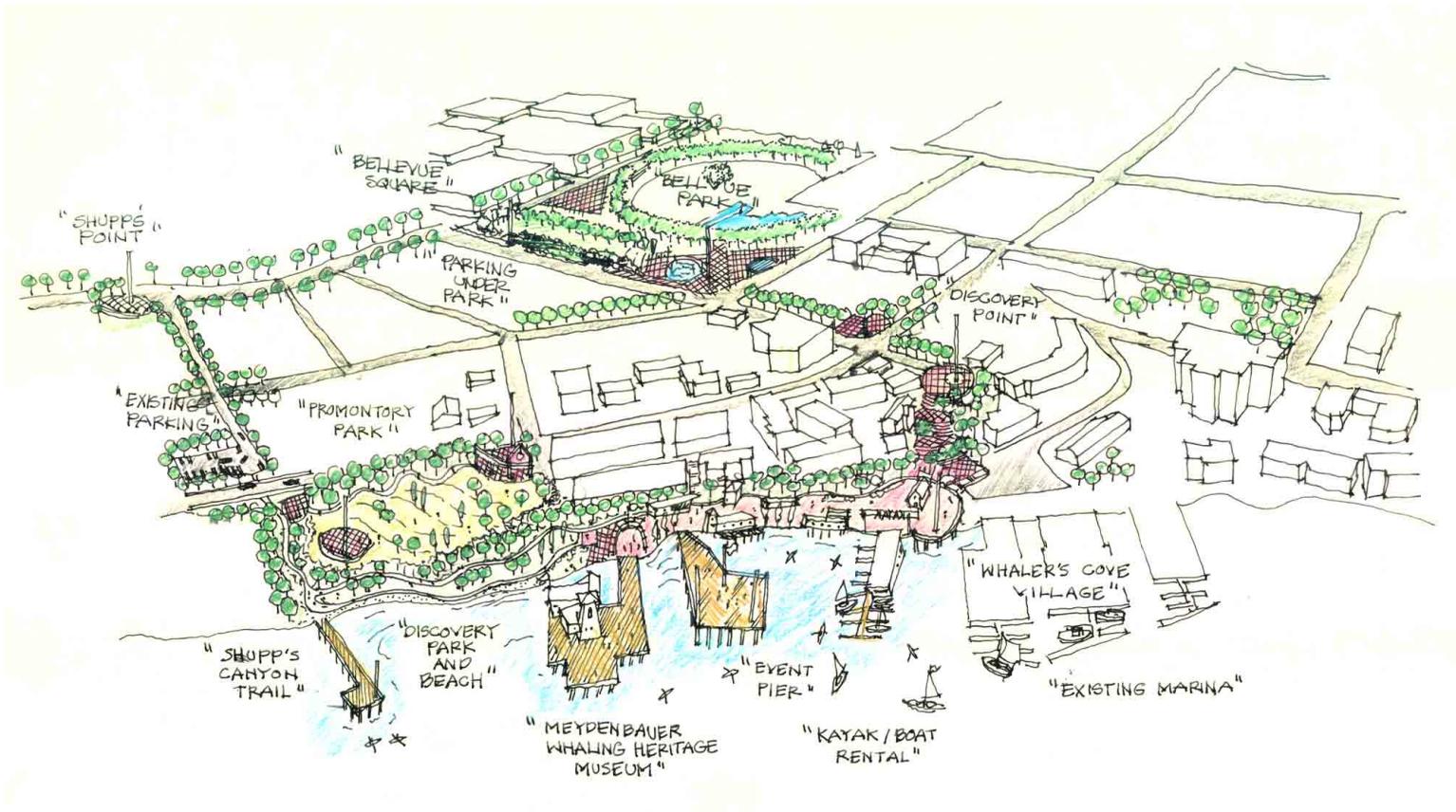
The major water feature at Downtown Park and proximity to Meydenbauer Bay provide a clear basis for the use of water as a unifying design feature for SOMA.

Series of Connected Water Features



The use of both literal and symbolic water features could be a recurring design element throughout SOMA. This image shows a “spray park” located in the New Bellevue neighborhood.

Connection to Meydenbauer Bay



The connection of downtown to Meydenbauer Bay will be the crowning jewel for SOMA. It will be the terminus of the Lake to Lake Trail with a whole host of active recreation uses. It will also provide an opportunity to refer back to the historic whaling-related uses along this part of Lake Washington.



Closing Thoughts

Inspiring Ideas

The design charrette sparked many inspiring ideas for making our great downtown even greater. The results of the charrette will build on Downtown Bellevue's past successes and strengthen the role of urban design for future downtown development. The charrette ideas will help create livable and memorable places for current and future generations to enjoy.



Some common themes that emerged include:

- Create neighborhoods, streets, and individual features that increase downtown livability.
- Use “branding” to create a powerful identity that people remember.
- Use “green street” treatments to soften the public right-of-way and sidewalk environment.
- Coordinate publicly and privately developed open space to provide a cohesive downtown system.



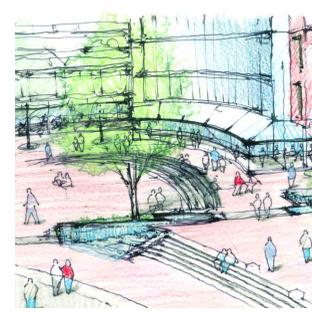
- Add new signature park elements that function as true neighborhood gathering places.
- Bring streets and through-block connections to life with interesting uses and a pleasant walking environment.
- Include a range of residential uses as a key to continued urban vitality.
- Envision new and exciting ideas for Downtown Bellevue that push the limits of what's possible.



Selection of the Best Ideas

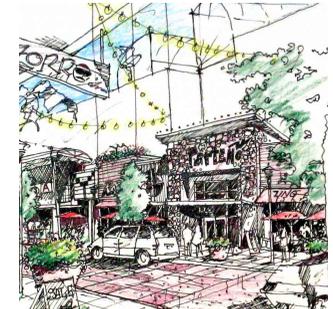
A public process to occur in 2005 will select the best ideas and determine how to put them into action. The best ideas may be carried forward in several ways, including:

- Help the City of Bellevue plan and design public projects.
- Update the Bellevue Land Use Code incentives to encourage more place-making features.
- Provide developers with ideas they might incorporate into the design of their projects.



Thanks to Participants

The City of Bellevue and Bellevue Downtown Association are very grateful to the design professionals who volunteered for the charrette. It was rewarding to see this level of talent in one place for a common purpose. There was a tremendous diversity and richness of ideas created over the course of the two days. As many of the participants commented during the event, it was a special opportunity to give back to the community, and work on a unique Eastside challenge. Downtown Bellevue will be a better place for their efforts.



Comments

Comments or questions may be directed to Emil King, AICP at the City of Bellevue (eaking@ci.bellevue.wa.us).