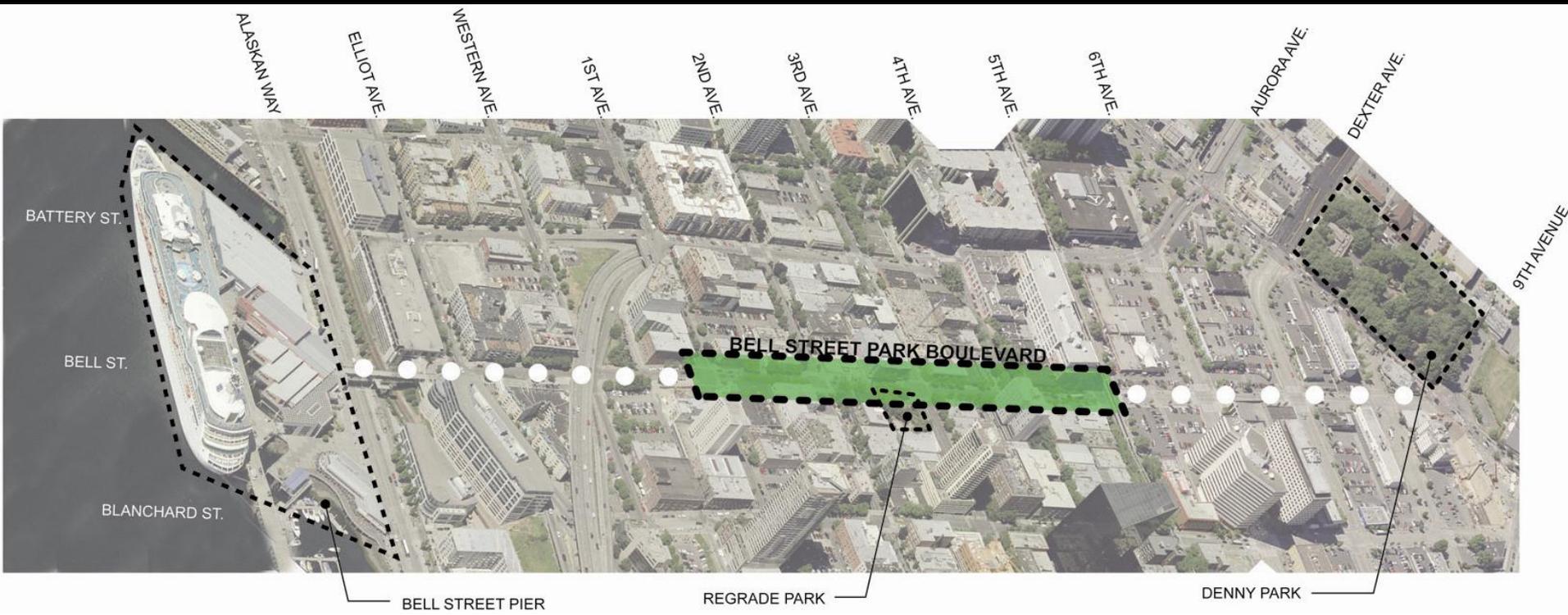


BELL STREET PARK
DESIGN COMMISSION
18 AUGUST 2011
50% CD/60% SIP

urban context



existing condition



dynamic history: first denny regrade looking west on bell street!

Bell St.
ravine

Bell St.
ravine

FIRST REGRADE LOOKING WEST ON BELL ST.



three goals



VIBRANT

+

SAFE

+

GREEN

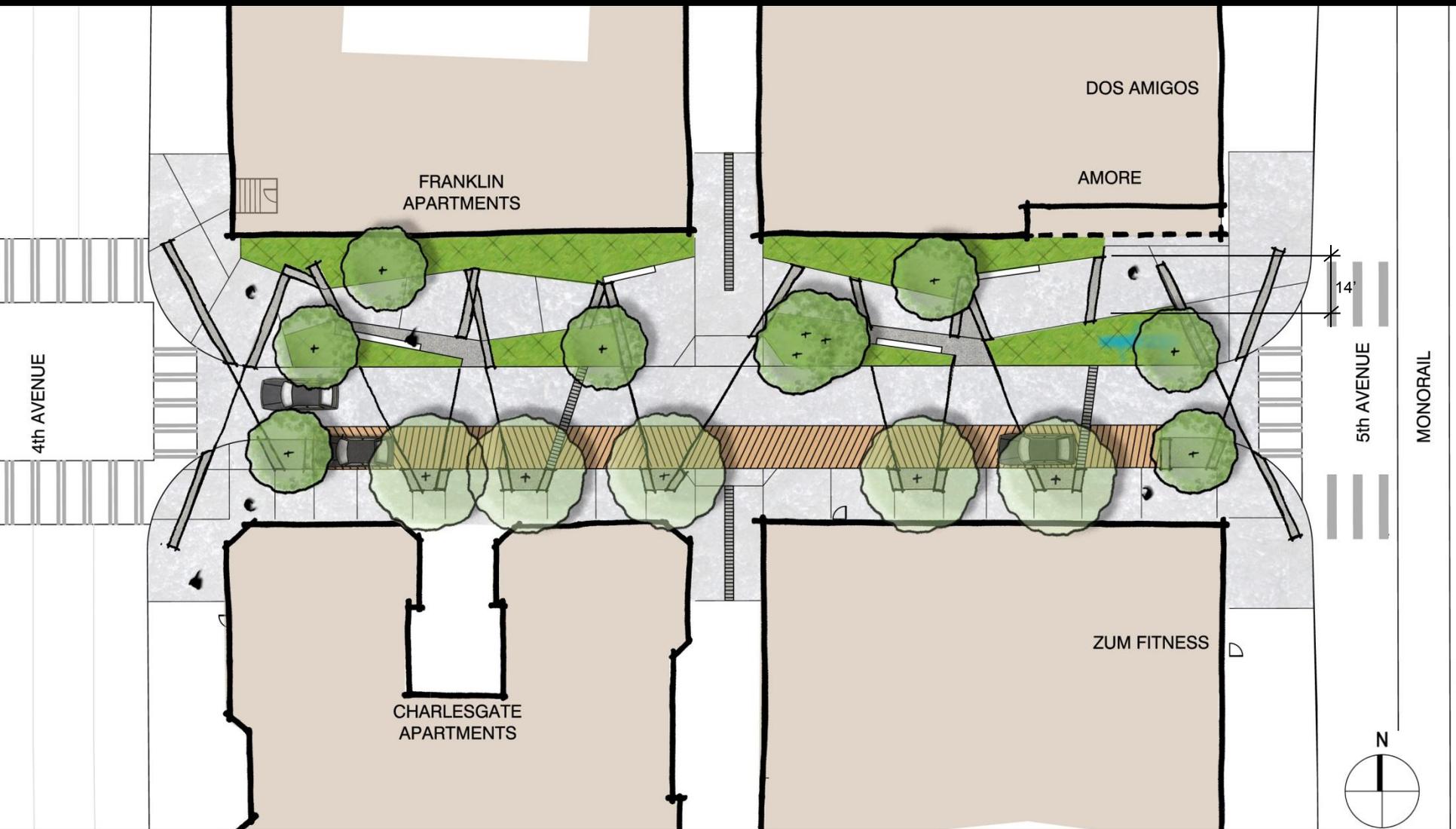
BELL STREET PARK

SUICED SURFACE: faceted planes, dynamic movement



Parc del Garraf

SLUICED SURFACE: 5th ave. to 4th ave.



4th AVENUE

FRANKLIN APARTMENTS

DOS AMIGOS

AMORE

CHARLESGATE APARTMENTS

ZUM FITNESS

14'

5th AVENUE

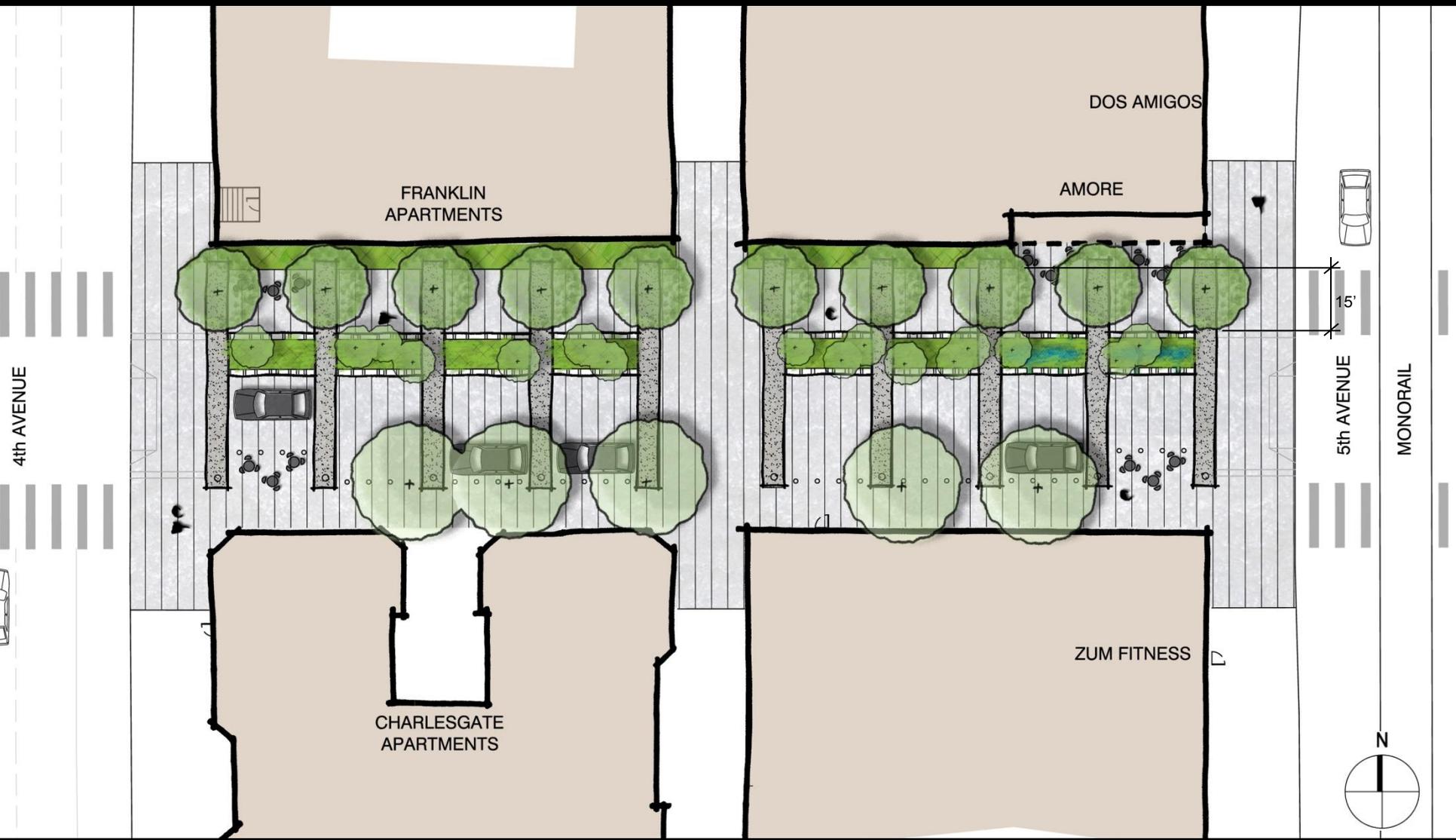
MONORAIL



MEASURED MOVEMENT: the rhythms of the street



MEASURED MOVEMENT: 4th ave. to 5th ave.

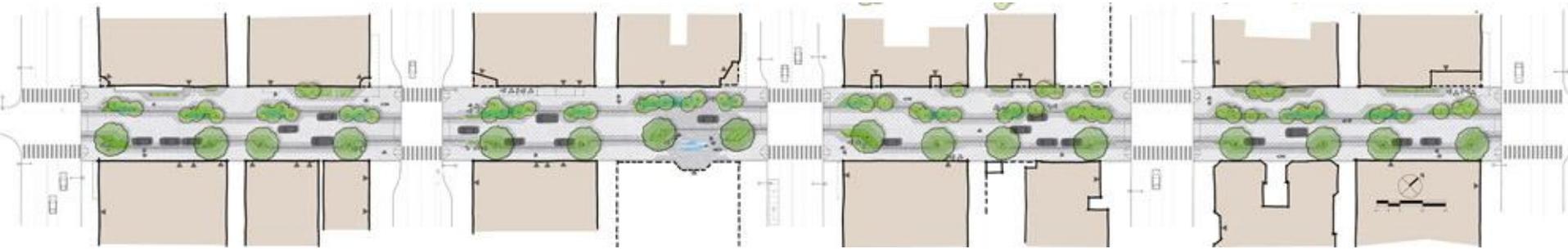


three large public meetings



three key design moves: reclaim. elevate. mix.

streets are for people

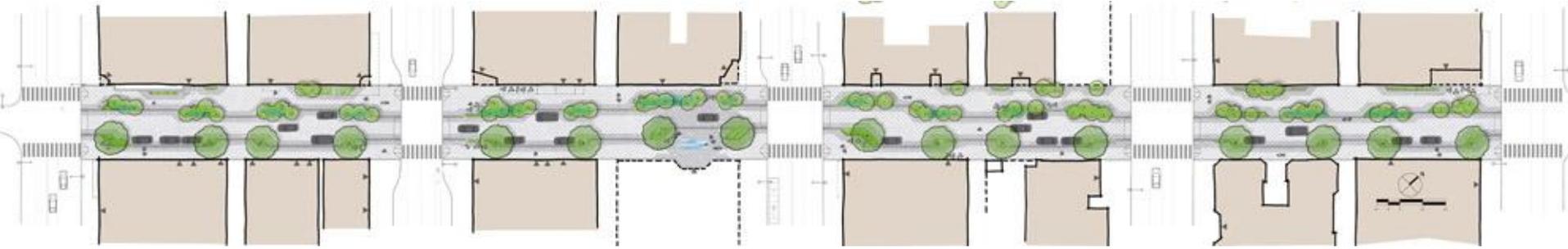


www.depave.org



three key design moves: reclaim. elevate. mix.

curbless in seattle

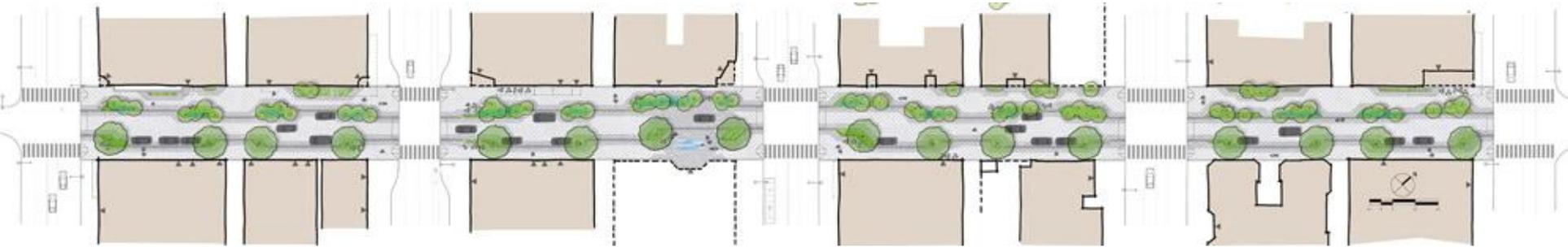


Brighton New Road

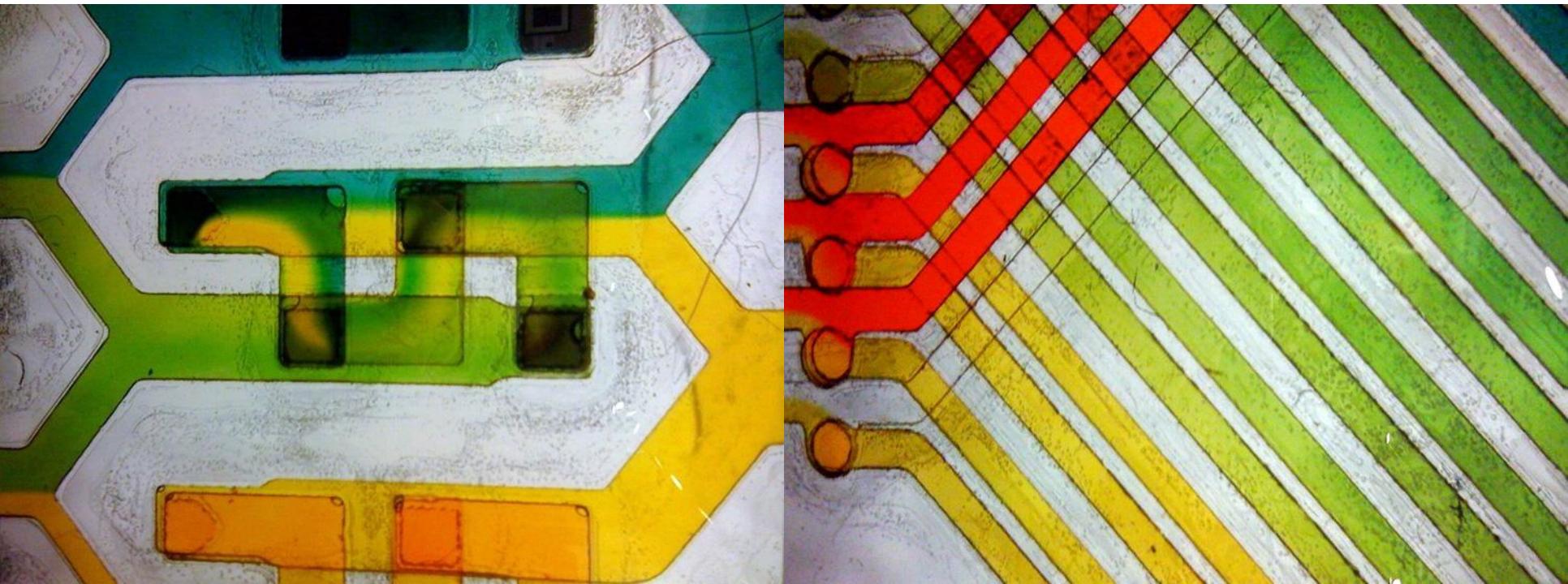


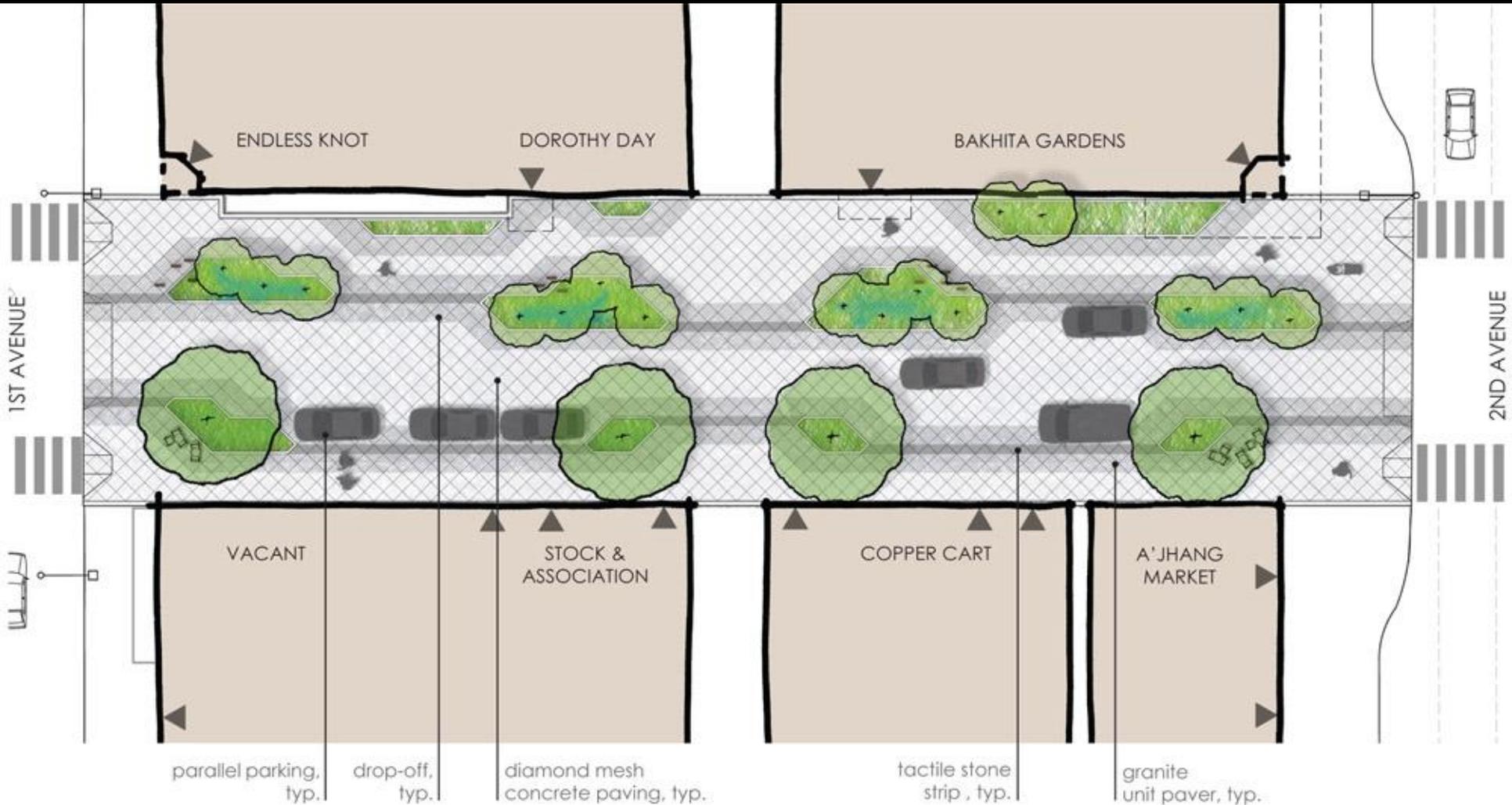
three key design moves: reclaim. elevate. mix.

mixing materials and calming traffic to share the space



Combinatorial Micromixer (Neils and Folch)

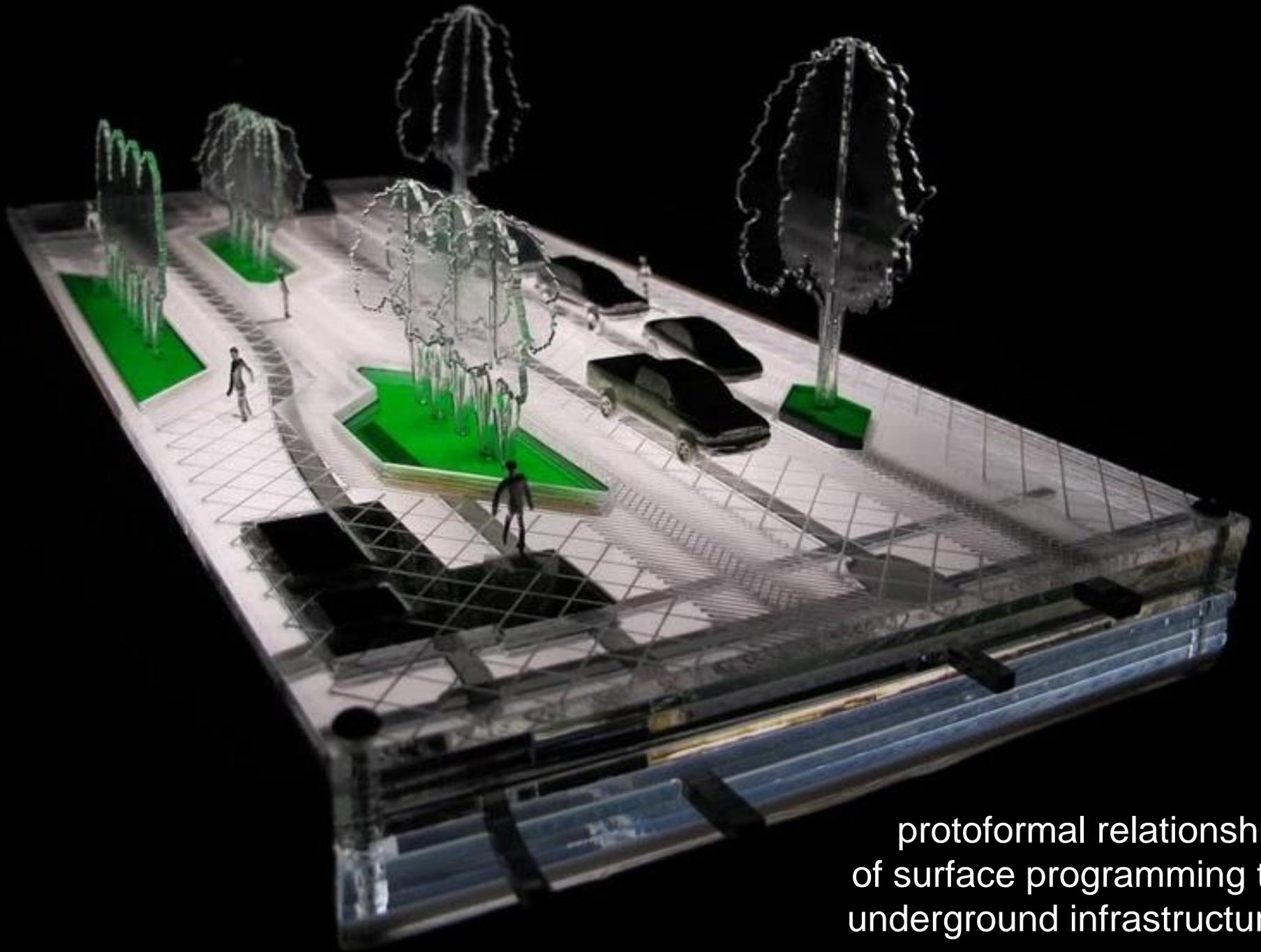




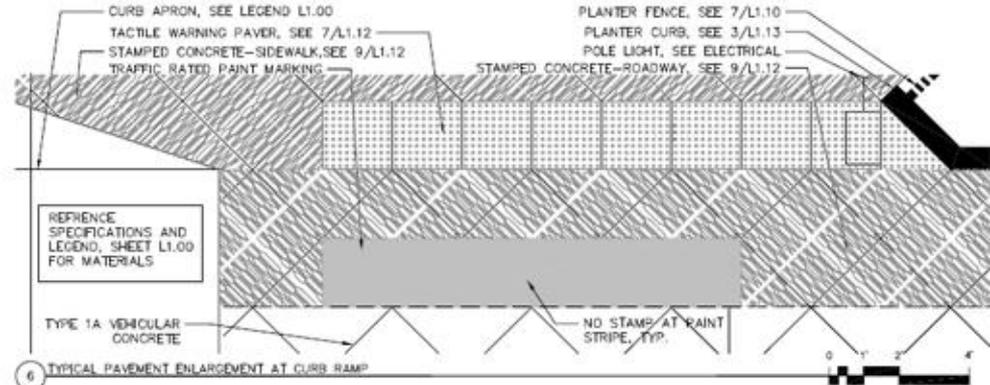
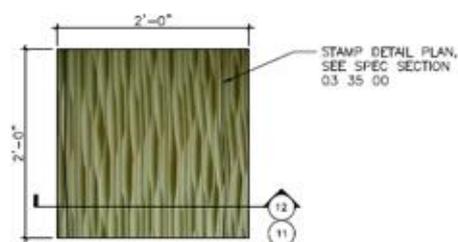
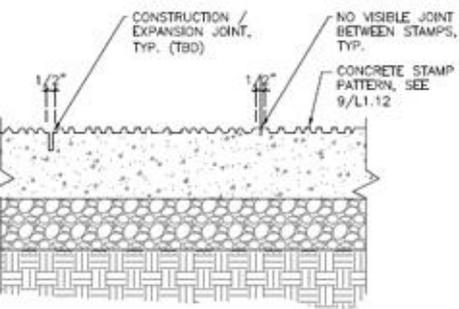
example block: 1st to 2nd



example section: curbless except at stormwater planters



protoformal relationship
of surface programming to
underground infrastructure

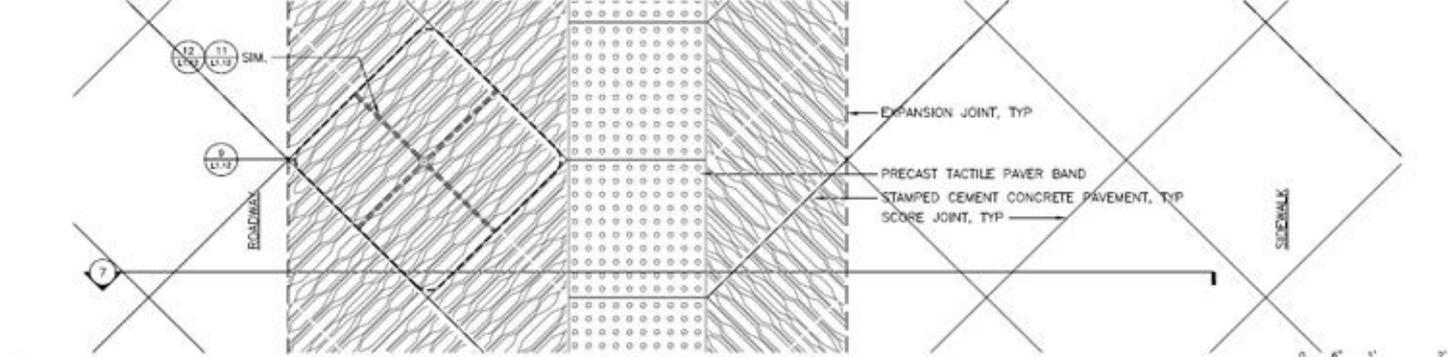
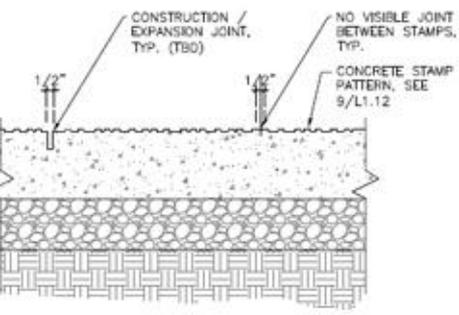


STAMPED CONCRETE SECTION—AT ROADWAY (1/2" DEEP STAMP)

0 4" 8" 1'-4"

9 CONCRETE STAMP N.T.S.

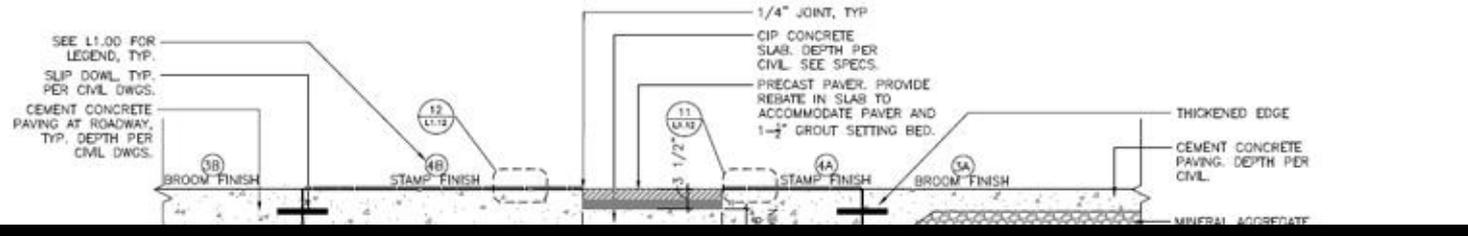
6 TYPICAL PAVEMENT ENLARGEMENT AT CURB RAMP



STAMPED CONCRETE SECTION—AT SIDEWALK (1/4" DEEP STAMP)

0 4" 8" 1'-4"

5 PAVING ENLARGEMENT

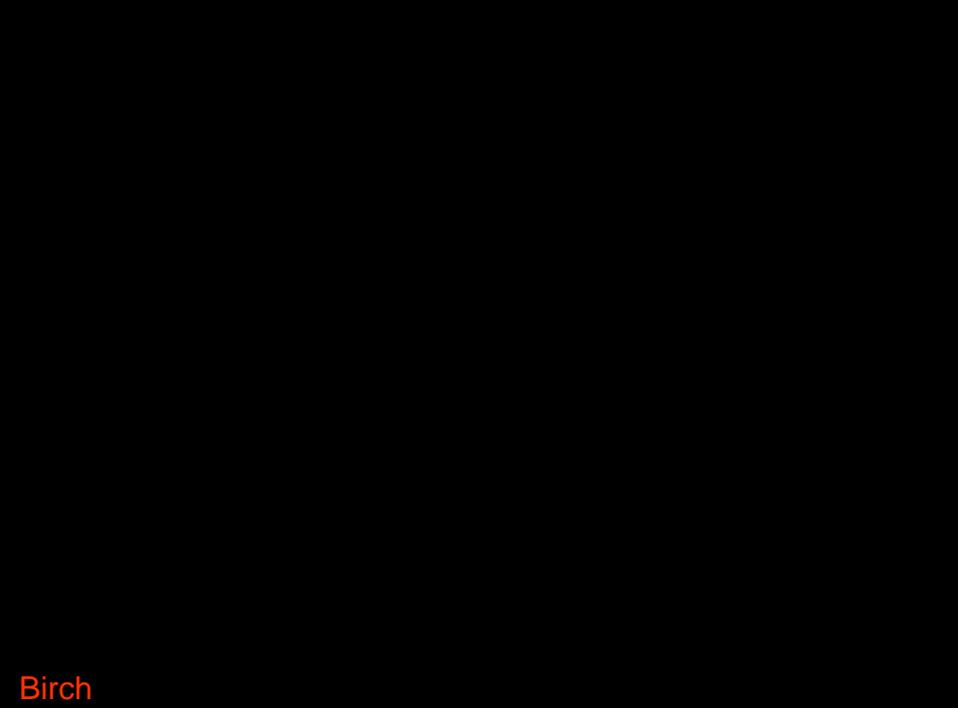


Tulip Poplar



London Plane

proposed trees: civic on south



Birch

Aspen



proposed trees: groves on north

lighting studies

Bell Street Existing Light Levels

Street is very dark and feels unsafe at night

Intersections (typ)	3.5
Sidewalk at pedestrian fixture	1.8
Sidewalk between fixtures	.4
Sidewalk without ped. Poles	.01
Lighting at building entry	5

Light Level Goals	Light Level (fc)
Street intersections	3
Park bus path	2
Park pedestrian path	2
Sidewalk (between fixtures)	1
Sidewalk (at fixture)	3
Building Entry	5

IES Recommendations

Area Description (fc)	Light Level
Roadway (collector, commercial)	1.2
Sidewalks horizontal (roadside, commercial areas)	1
Sidewalks vertical (roadside, commercial areas)	2.2
Walkways horizontal (distant from roadways)	.5
Walkways vertical (distant from roadways)	.5
Building entrances	3-5
Outdoor dining	3

Contrast ratio (average to minimum) 4:1

Security lighting recommendations

Large open areas	.5 to 2
Buildings (vertical illuminance on façade) .5 to 2	
Perimeter fence	.5
Entrances	10
Gatehouses	10



Westlake Center



Alley 24

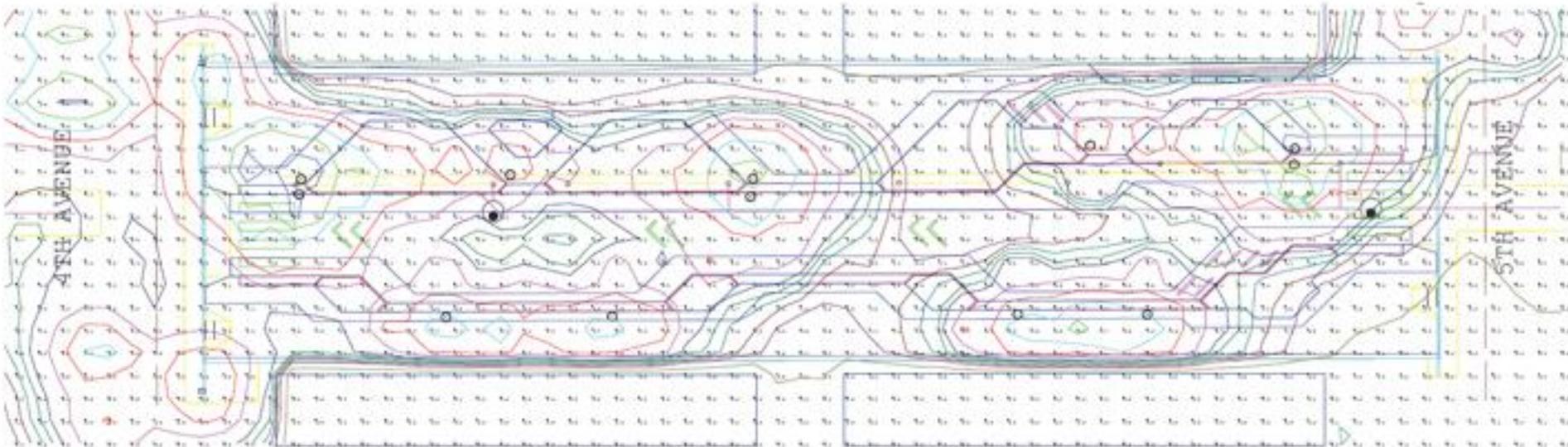


Queen Anne Avenue



University Village

Light Level Calculations

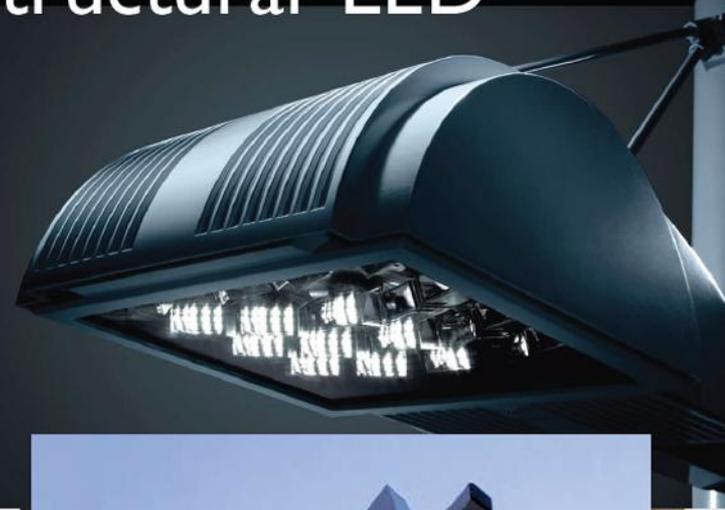
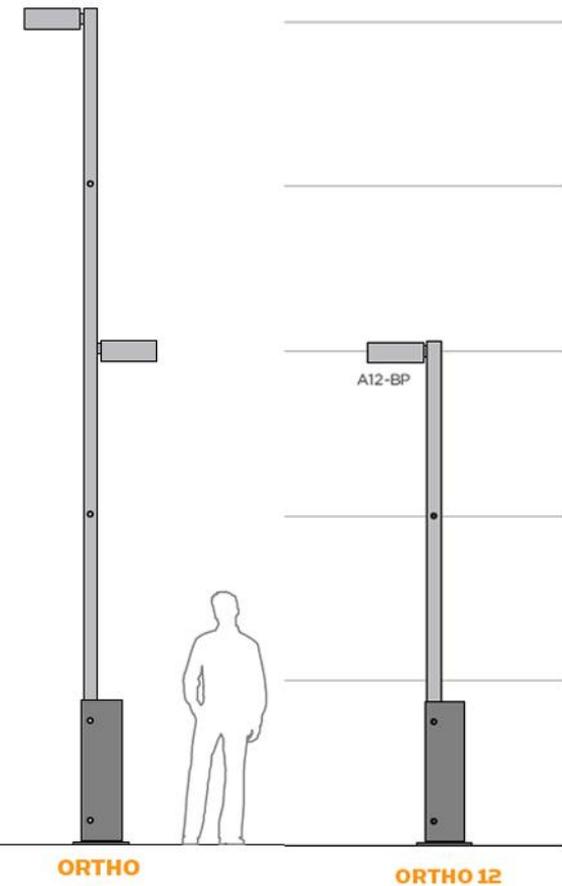


Proposed Light levels
Bell Street between 4th ave. and 5th ave.
Ave: 2.28 fc
Min: .5 fc
Max: 4.8 fc
Avg/min ratio: 4.56

4th Ave to 5th Ave

Note:
Light levels shown in footcandies at ground plane

Structural® LED





Maximus
Minimus

Strasbourg
café



Occidental
Square



activating the public realm: cafe
seating, street food, and stage
for special events

Westlake
Plaza



Occidental Square

micro-enterprise opportunities:
farmers markets and fairs

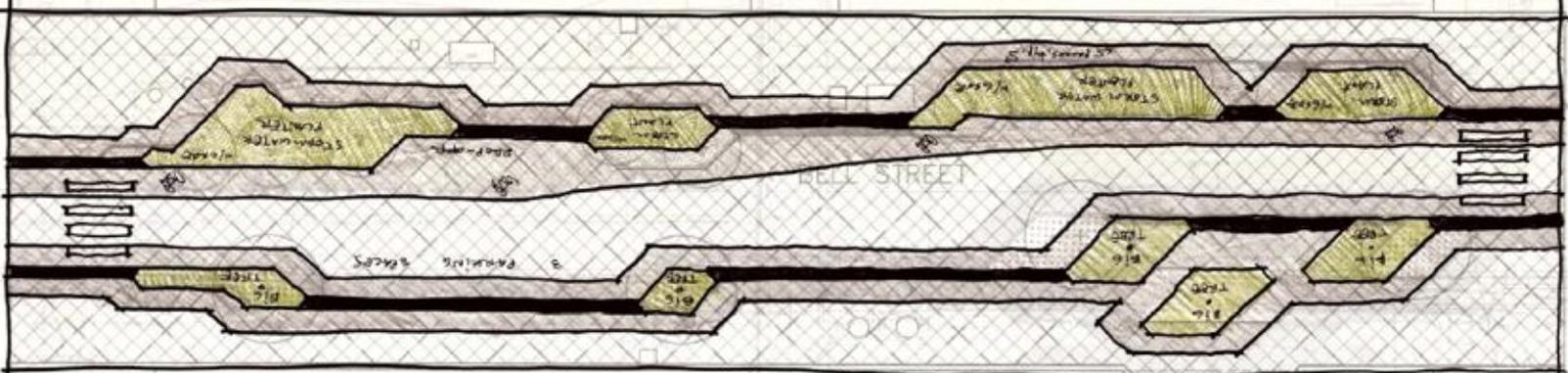
MATCH LINE 2ND AVENUE

MATCH LINE 2ND AVENUE

PROPOSED MIXED USE SITE

BELLTOWN INN

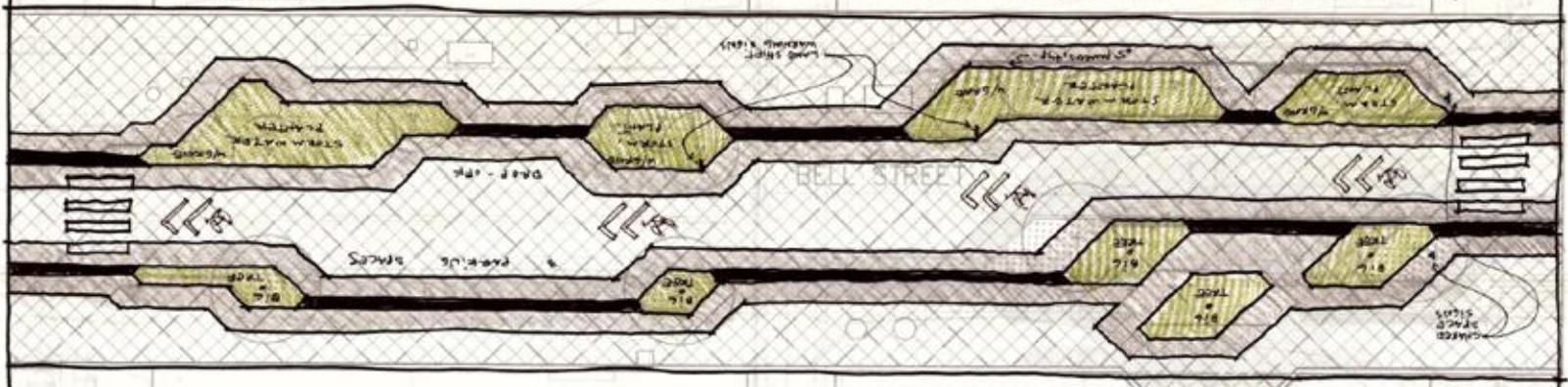
BELL STREET PARK • 30% SIP RESPONSE • ALT. 2: MORE CHANGELIZED
N 1" = 10'-0" 20 Jun 2011



MAMA'S
PROPOSED MIXED USE SITE

BELLTOWN INN

BELL STREET PARK • 30% SIP RESPONSE • ALT. 1: MORE SHARED
N 1" = 10'-0" 20 Jun 2011

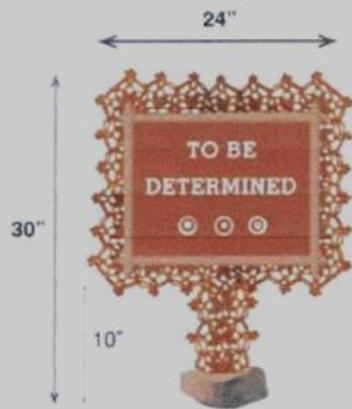
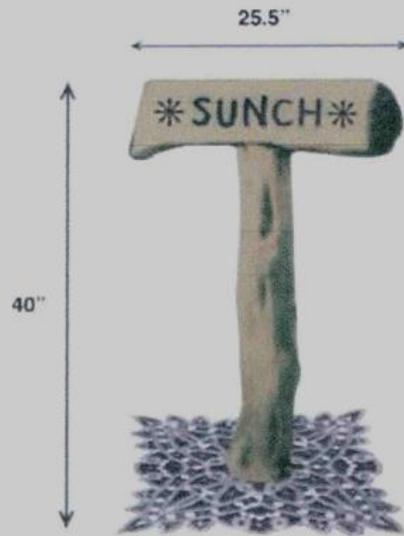
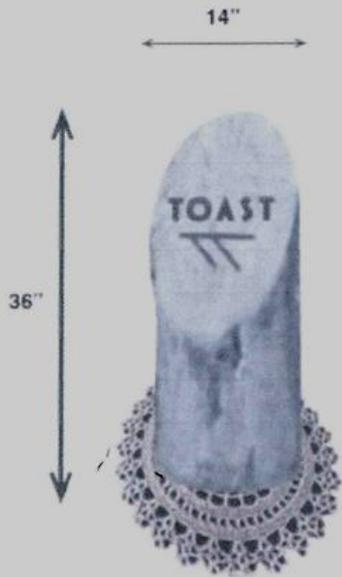


MAMA'S
VACANT

MATCH LINE SHEET L2.06

MATCH LINE SHEET L2.06

integrating bike facilities



-
1. Use character and arrangement of trees to unify the park and shape experiences through the corridor.
 2. Consider a film-like framing of space and movement.
 3. Balance the number of trees with views and uses.
 4. Use water as a catalyst.
 5. Focus on creating edges that are softer throughout the design.
 6. Extend the concept into the avenues.
 7. Consider a simple palette and flexible use of space.
 8. Consider a simple shared space approach to the various users instead of lots of signs, curbs, etc.
 9. Pursue maximum flexibility of movement.

responding to previous Design Commission comments