SITE OVERVIEW
BELL ST PRE 2019

ALASKAN WAY

ELLIOTT AVE

PED BRIDGE

WESTERN AVE

ALASKAN WAY VIADUCT

1ST AVE

BATTERY ST

BELL ST

BLANCHARD ST

2ND AVE
SITE CIRCULATION
PLANNED CIRCULATION - VEHICULAR

Bell Street 1 Way Eastbound
Bell Street 1 Way Westbound
PLANNED CIRCULATION - BICYCLE

A

Two Way Bike Facility

B

Western Ave Bike Facility Improvements

C
SITE CONSIDERATIONS
ZONING DESIGNATION
Downtown Mixed Residential/Commercial 95/75 (DMR/C 95/75)

Potential to Redevelop

City Property

Private Property

Potential to Redevelop

Potential to Redevelop

ELLIOTT AVE

1ST AVE

2ND AVE

BATTERY ST

BELL ST

BLANCHARD ST
REPURPOSING HISTORIC SIGN BRIDGE STRUCTURE
BELL ST - COMMUNITY OUTREACH

We received over 300 responses to our March online open house and over 30 people attended the last Belltown Community Council briefing on March 8!

WHAT WE HEARD

- 65% of respondents wanted the design to prioritize pedestrians and cyclists.
- A majority of respondents wanted to see more greenery and gathering spaces.
- Preference for a two-way bike lane.
- Concerns about the scope desired not being able to fit within the allotted budget ($3.3 million) for this project.

“Would you like to see the concept prioritize more space for bicyclists or pedestrians?”
BELL ST - COMMUNITY OUTREACH

KEY TAKEAWAYS FROM MARCH 8TH BRIEFING
- Improved cycling and pedestrian infrastructure that connects Belltown directly to the new Elliott Way and Waterfront Promenade
- Desire to make the steep incline of Bell St more accessible for users of all abilities
- Residents and business owners want to improve wayfinding and signage to guide visitors from the waterfront to the retail core of Belltown.
- Suggestions for adding visual cues to the space that would draw people into the neighborhood.

KEY TAKEAWAYS FROM PREVIOUS BRIEFINGS
- Suggestions for adding visual cues to the space that would draw people into the neighborhood.
- Residents overwhelmingly wanted Bell St to prioritize pedestrians and cyclists over cars.

Primary transportation modes on Bell St include:
- 68.9% chose walking/rolling
- 25.8% chose biking/scooters
- 5.3% chose driving
PREVIOUS OPTION 1

- 2300 ELLIOTT
- BELLTOWN LOFTS
- ELLIOTT POINTE
- CITY OWNED LAND
- PRIVATELY OWNED LAND
- OREGON APARTMENTS
- THE GOODWIN

- SPECIALTY PAVING AT PED. ZONES
- ONE DIRECTION BIKE LANE
- STANDARD PAVING AT SIDEWALK
- HISTORIC SIGN BRIDGE
- PED LIGHTING, TYP
- STREET LIGHTING, TYP
- COMMUNITY GATHERING PLINTH
- SEATING, TYP
- PARKING LOT

Waterfront SEATTLE
PREVIOUS OPTIONS

OPTION 1
2300 ELLIOTT
BELLTOWN LOFTS
WESTERN AVE
PRIVATELY OWNED LAND
OREGON APARTMENTS
BELST BELL TOWN LOFTS
PRIVATELY OWNED LAND
OREGON APARTMENTS
ELLIOTT POINTE
PARKING LOT
THE GOODWIN
BELLST BELL TOWN LOFTS
PRIVATELY OWNED LAND
OREGON APARTMENTS
ELLIOTT POINTE
PARKING LOT
THE GOODWIN

OPTION 2
2300 ELLIOTT
BELLTOWN LOFTS
WESTERN AVE
PRIVATELY OWNED LAND
OREGON APARTMENTS
BELST BELL TOWN LOFTS
PRIVATELY OWNED LAND
OREGON APARTMENTS
ELLIOTT POINTE
PARKING LOT
THE GOODWIN
BELLST BELL TOWN LOFTS
PRIVATELY OWNED LAND
OREGON APARTMENTS
ELLIOTT POINTE
PARKING LOT
THE GOODWIN
1. Seating should be playful, and in visible solar access areas
2. Request design relationships to waterfront and neighborhood context
3. Focus on pedestrians and cyclists
4. Seating and focus should be on district center (New Elliott and Bell Gateway)
5. Focus more on greenery
HISTORY - 1891 BIRDSEYE
Preferred Concept

Street Diet Between Western Ave and 1st Ave

BELL ST

Sidewalk 6'  Parking lane 7'  Drive lane 12'  Mid-Block Planted Buffer 7'-6"  5'  5'  3'  5'  6'  Sidewalk
Preferred Concept

Street Diet Between Western Ave and Elliott Ave
View from Bell Harbor Bridge looking East
View towards Neighborhood Gateway
View towards Waterfront
PEDESTRIAN SPACE MATERIALS

2300 ELLIOTT

BELTOWN LOFTS

WESTERN AVE

ELLIOIT AV

OREGON APARTMENTS

PARKING LOT

THE GOODWIN

PRIVATELY OWNED LAND

COS 2'X2' CONC. DIAGONAL PAVING - Charcoal

COS 2'X2' CONC. PAVING - Light Gray
SEATING/HISTORIC PILES AND HANDRAILS (POTENTIAL LOCATIONS)
Our next phase is 60% Design, we want your feedback on:

- Does this concept meet your goals and needs?
- Where would you want to prioritize handrails and seating elements?
- Does this concept resonate with regard to the site history?
QUESTIONS?

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