



Beltown Community Council Meeting #3

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Jennifer Guthrie & Rikerrious Geter – GGN

June 2023



SITE OVERVIEW

BELL ST PRE 2019



ALASKAN WAY

ELLIOTT AVE

WESTERN AVE

1ST AVE

2ND AVE

BATTERY ST

PED BRIDGE

BELL ST

ALASKAN WAY VIADUCT

BLANCHARD ST



BELL ST PRE 2019



BELL ST TODAY



ALASKAN WAY

ELLIOTT AVE

WESTERN AVE

1ST AVE

2ND AVE

PED BRIDGE

BELL ST

NEW ELLIOTT WAY

BLANCHARD ST



BELL ST TODAY



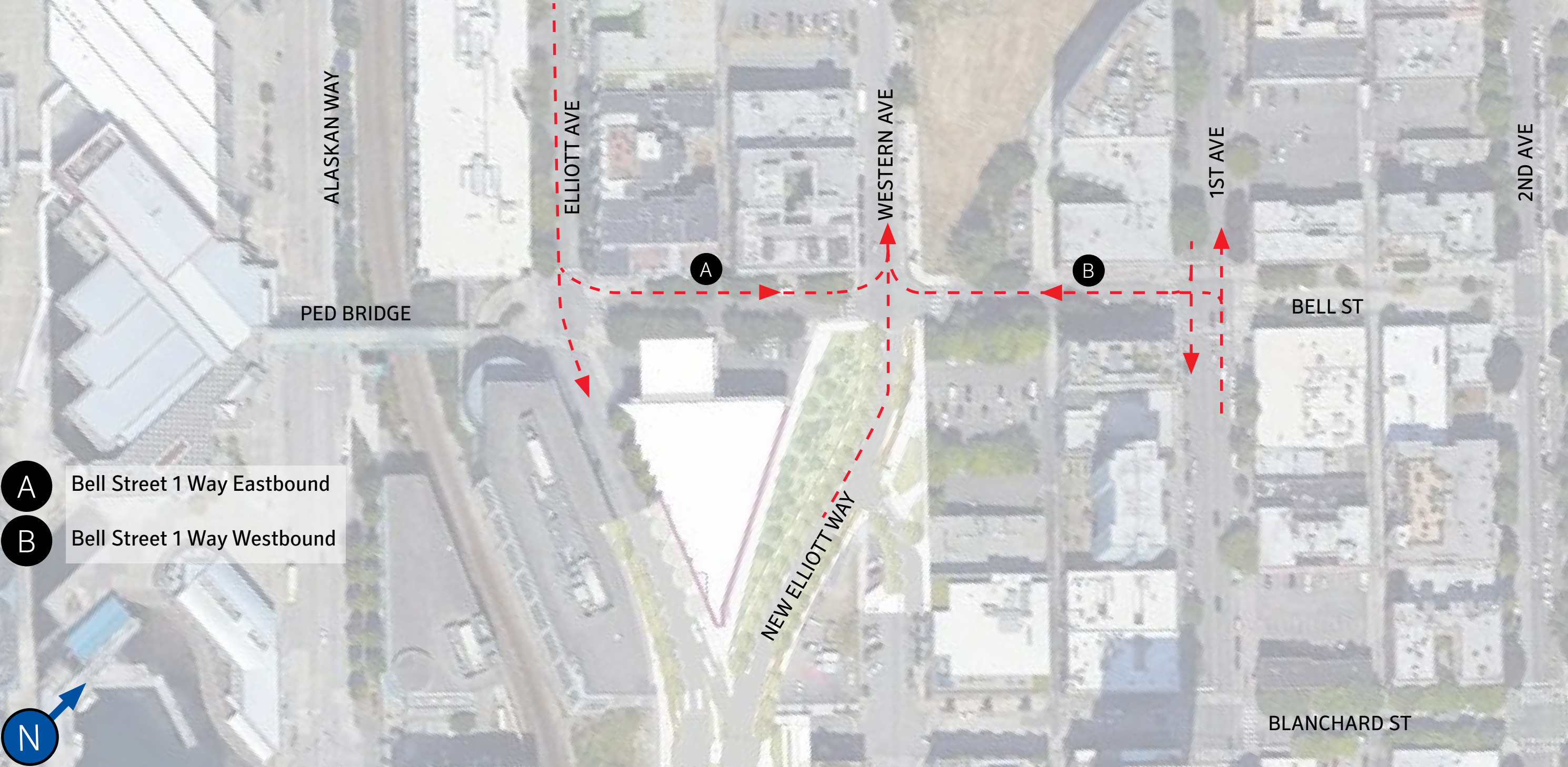
BELL ST TODAY





SITE CIRCULATION

PLANNED CIRCULATION - VEHICULAR



- A Bell Street 1 Way Eastbound
- B Bell Street 1 Way Westbound



EXISTING CIRCULATION - PEDESTRIAN



ALASKAN WAY

ELLIOTT AVE

WESTERN AVE

1ST AVE

2ND AVE

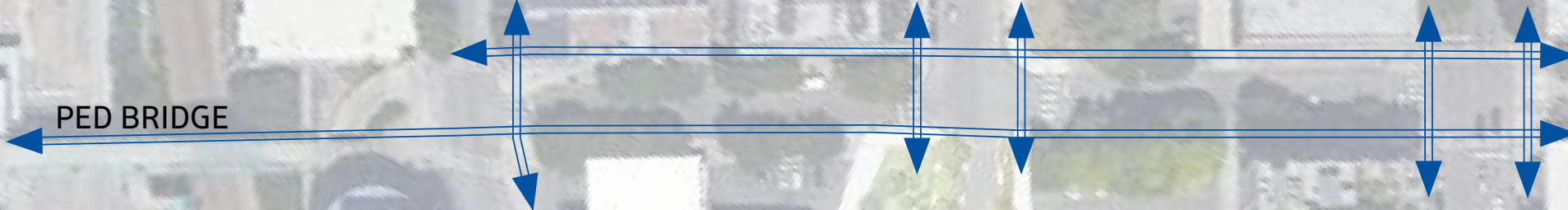
BATTERY ST

BELL ST

BLANCHARD ST

PED BRIDGE

NEW ELLIOTT WAY



PLANNED CIRCULATION - BICYCLE



PLANNED CIRCULATION - COMBINED



ALASKAN WAY

ELLIOTT AVE

WESTERN AVE

1ST AVE

2ND AVE

BATTERY ST

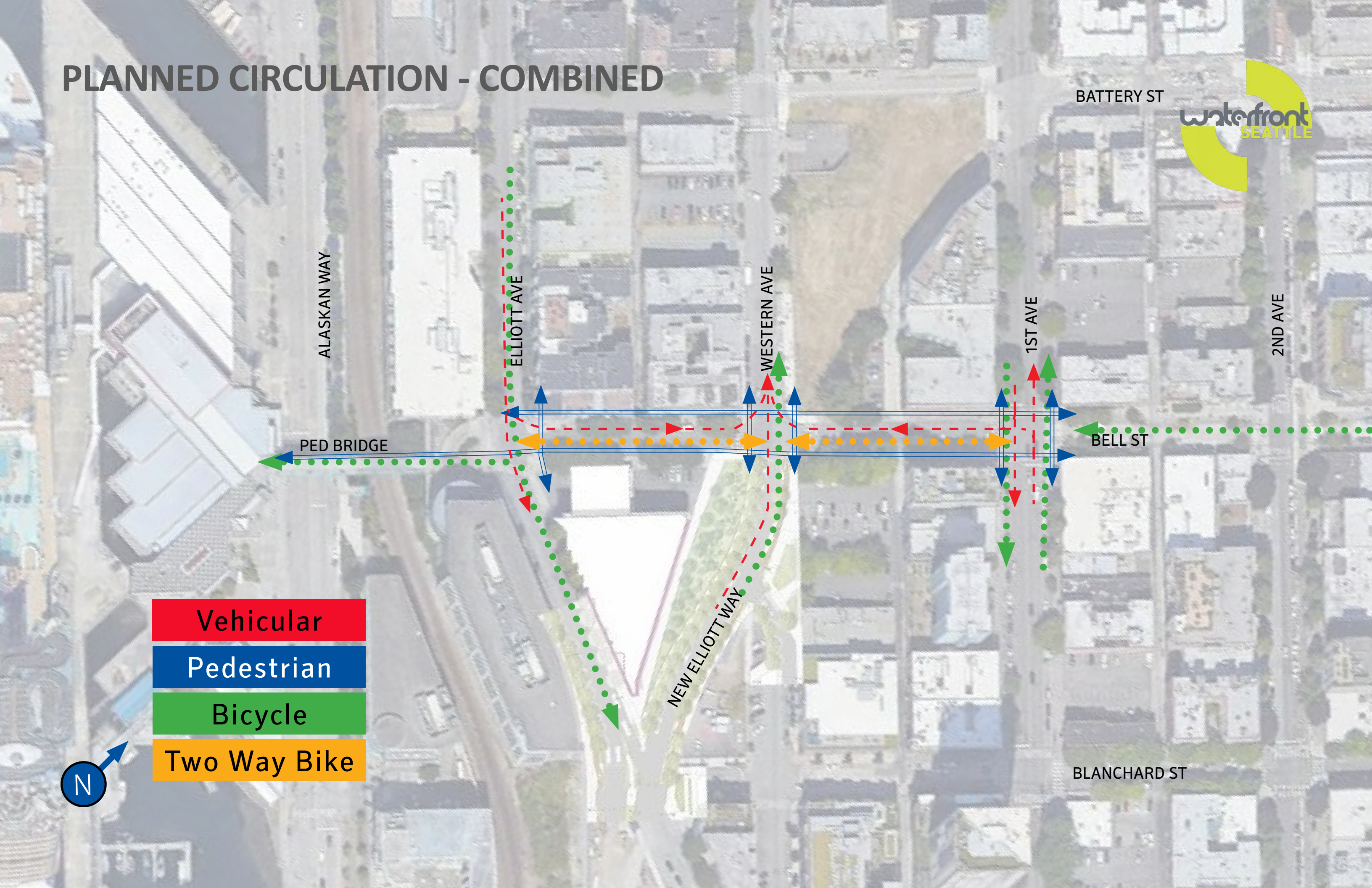
PED BRIDGE

BELL ST

NEW ELLIOTT WAY

BLANCHARD ST

- Vehicular
- Pedestrian
- Bicycle
- Two Way Bike





SITE CONSIDERATIONS

ZONING DESIGNATION

Downtown Mixed Residential/Commercial 95/75 (DMR/C 95/75)



ALASKAN WAY

ELLIOTT AVE

WESTERN AVE

BATTERY ST

1ST AVE

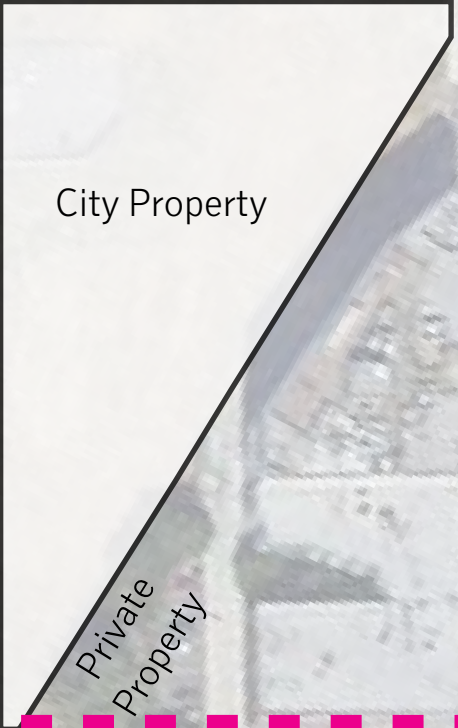
2ND AVE

PED BRIDGE

BELL ST

BLANCHARD ST

Potential to Redevelop



Potential to Redevelop

Potential to Redevelop

NEW ELLIOTT WAY

BELL ST - EXISTING LIGHTING AND TREES



View West from 1st and Bell St.



View East from Western Ave and Bell St.



View East from Elliott Ave and Bell St.



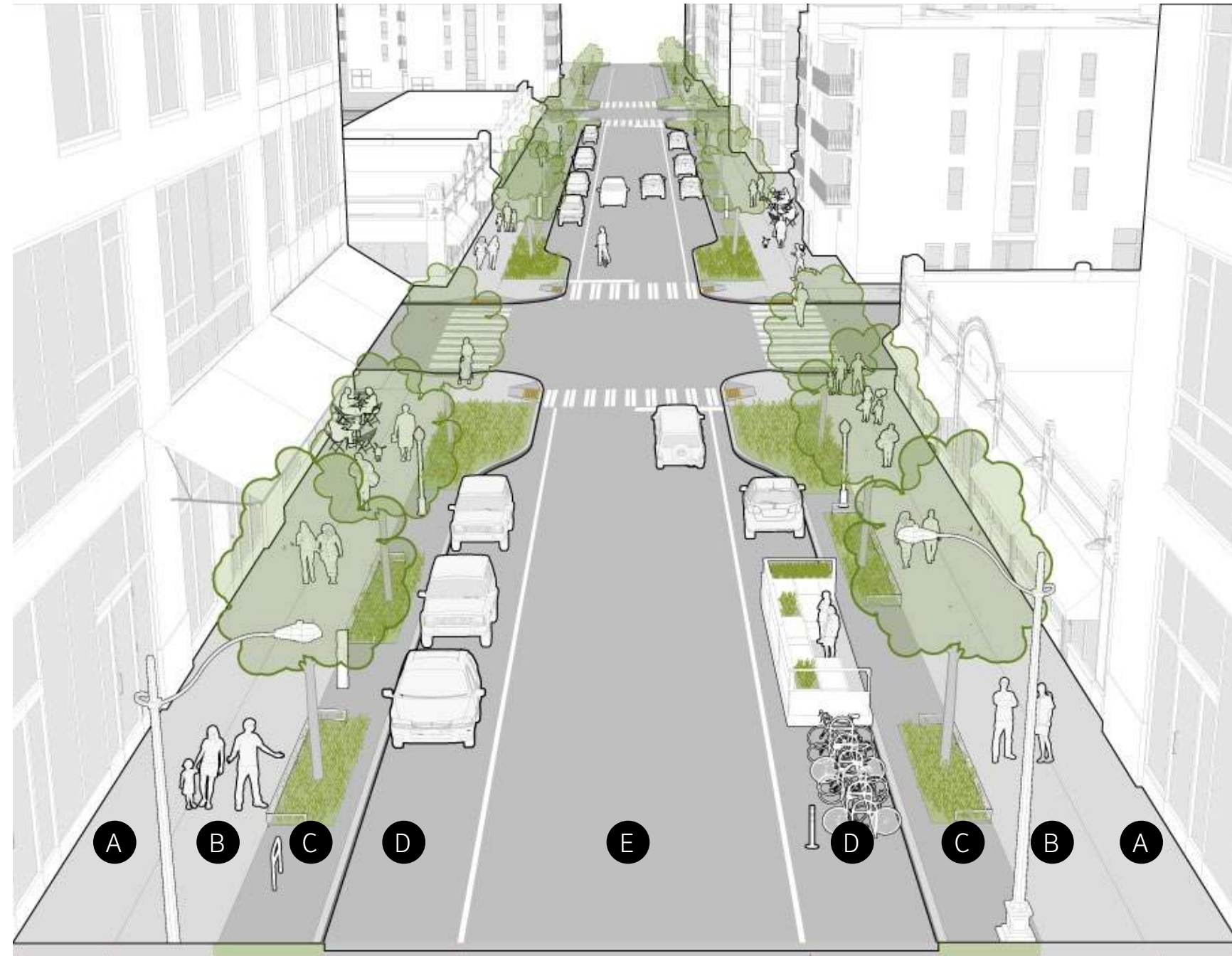
View East from Western Ave and Bell St.

REPURPOSING HISTORIC SIGN BRIDGE STRUCTURE



STREET DESIGNATION

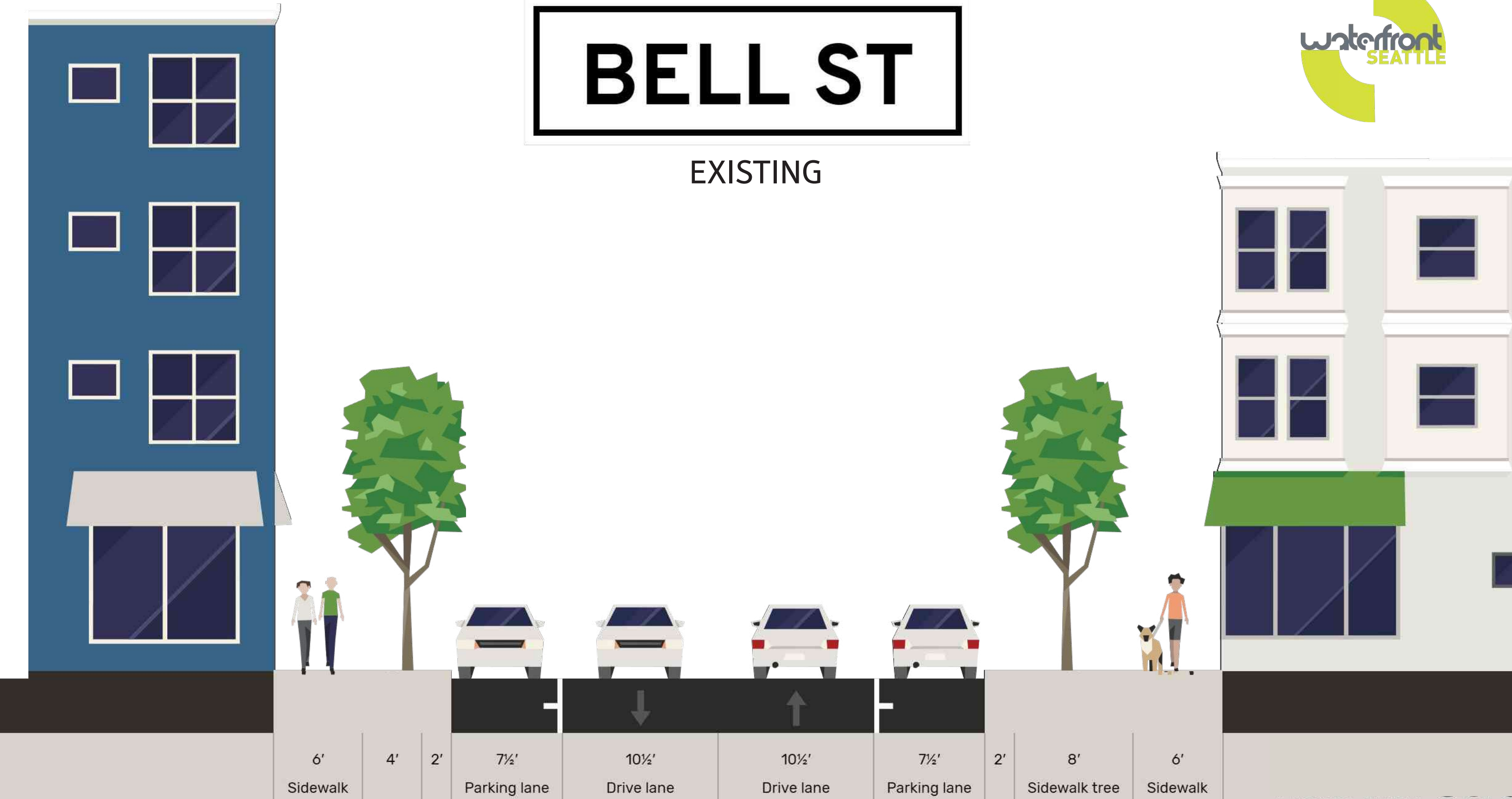
Downtown Neighborhood Access - Non Arterial



- A** 0-6' Frontage Zone
- B** 6' Pedestrian Clear Zone
- C** 6' Landscape Furnishing Zone
- D** 8' Flex Zone
- E** 20' Travel Lane (2 way)

BELL ST

EXISTING



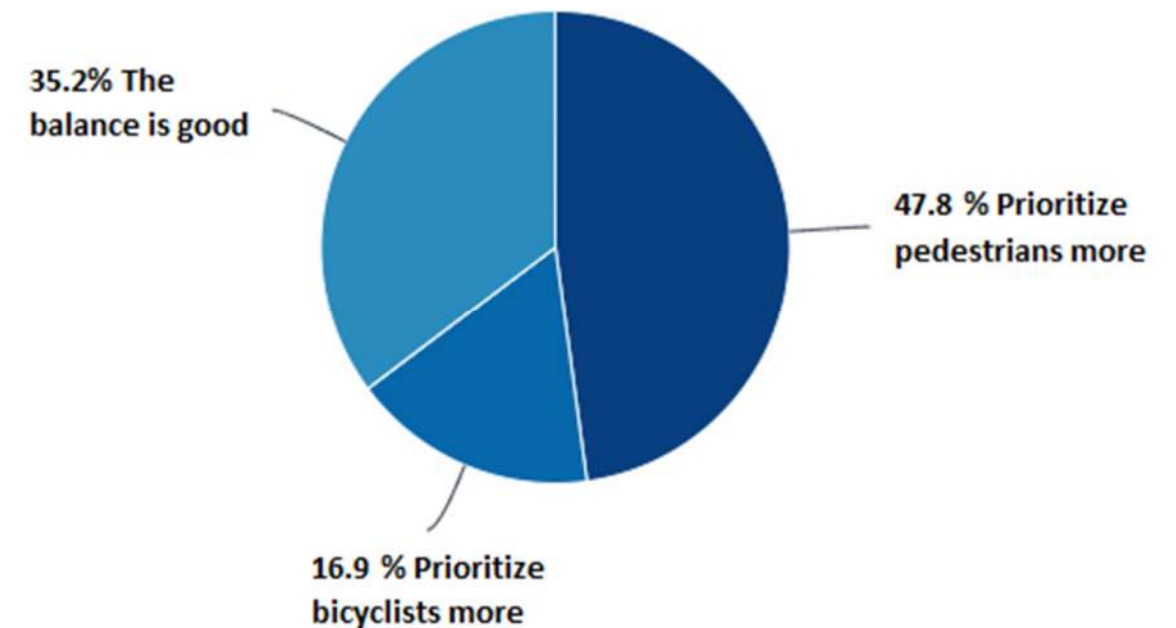
BELL ST - COMMUNITY OUTREACH



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.

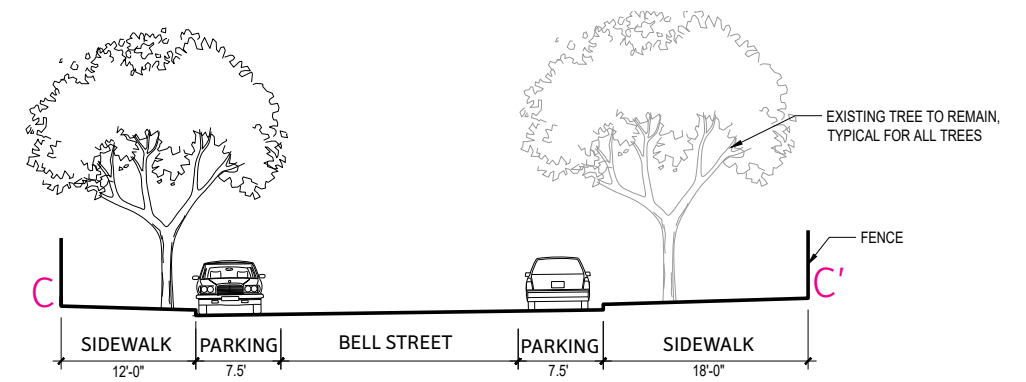
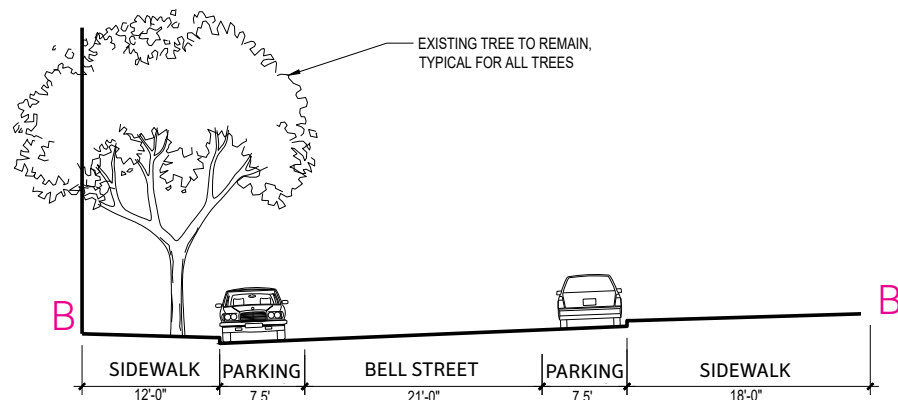
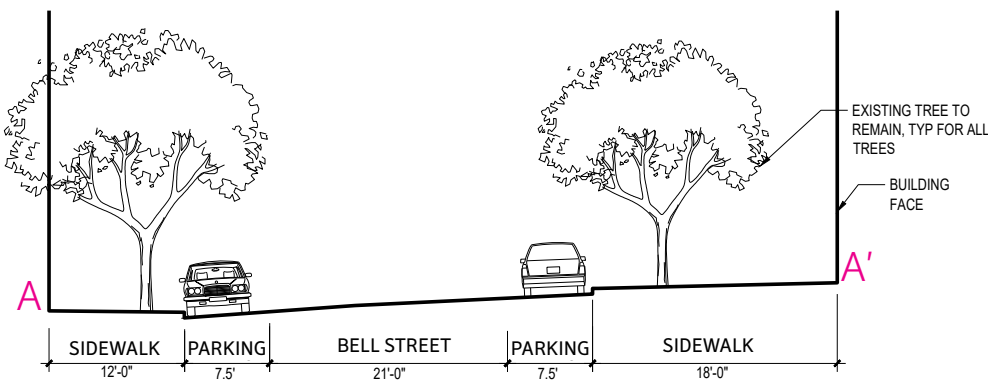
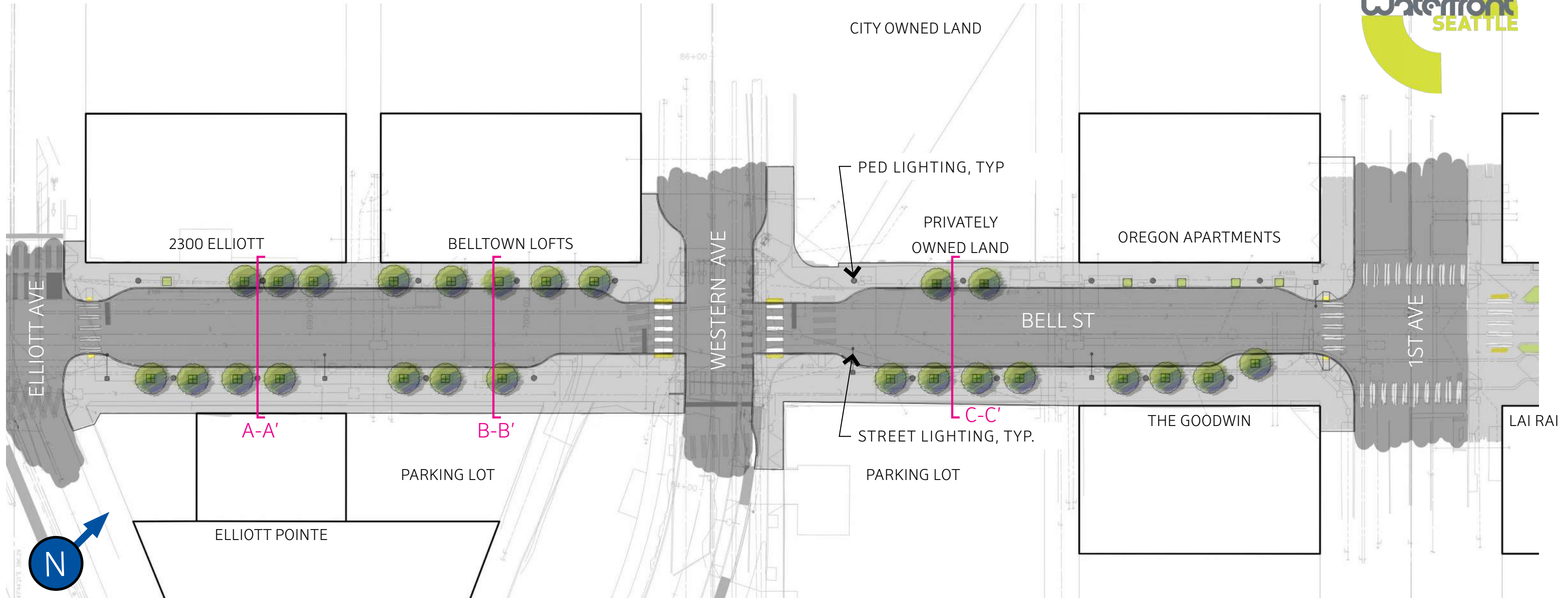
KEY TAKEAWAYS FROM PREVIOUS BRIEFINGS

- 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.

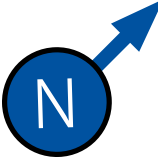
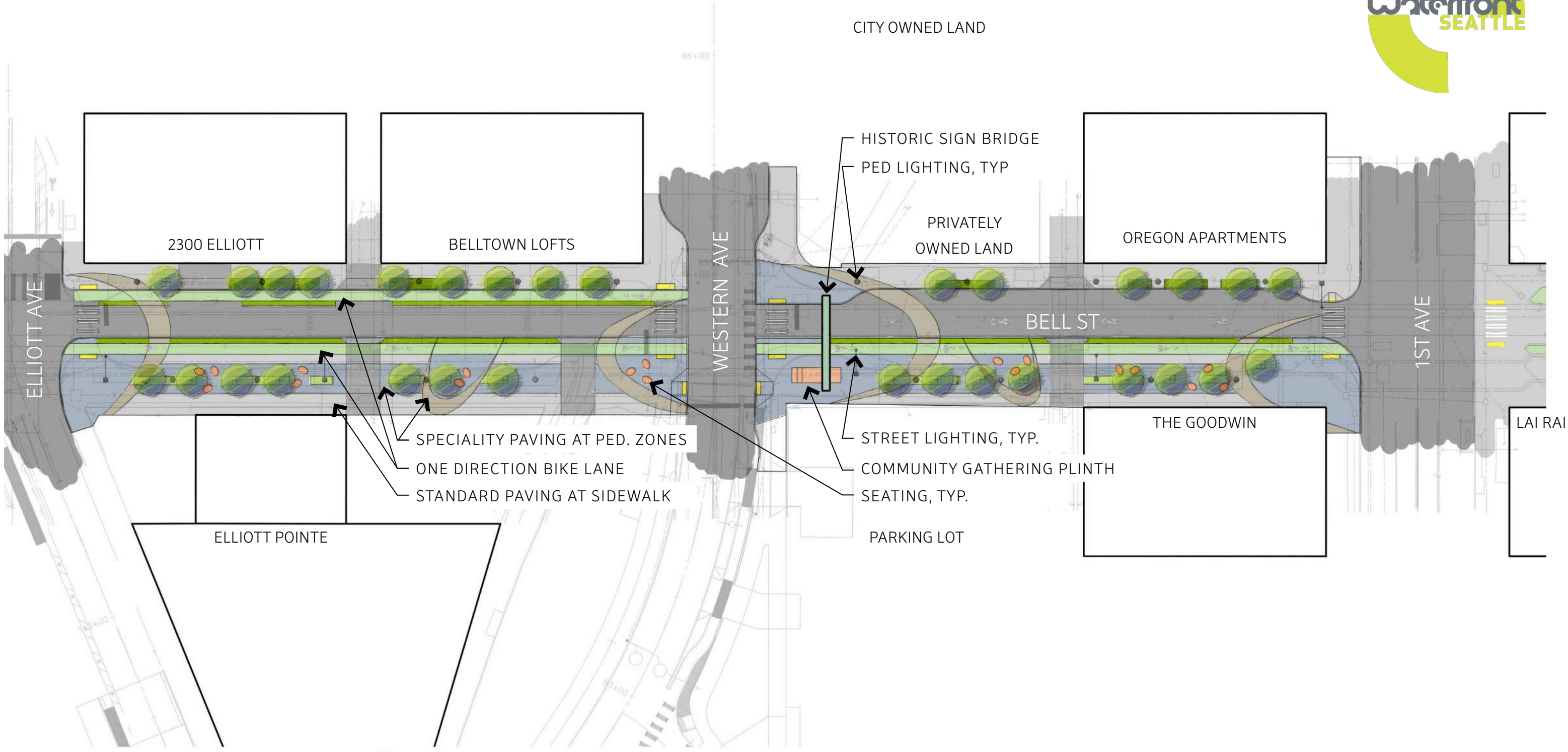
Primary transportation modes on Bell St include:

- 68.9% chose walking/rolling
- 25.8% chose biking/scooters
- 5.3% chose driving

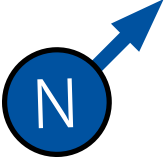
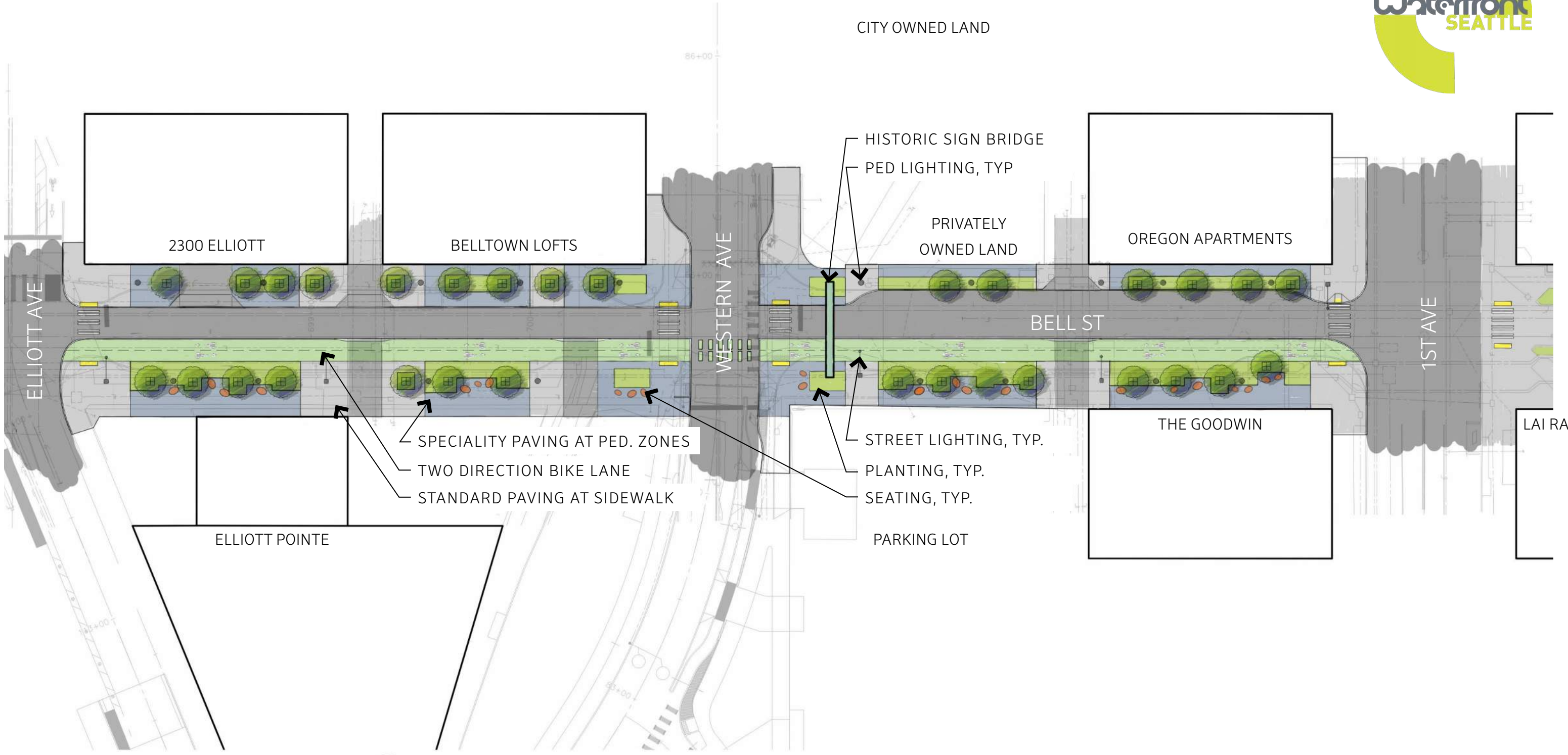
BELL STREET PROJECT STREET - TODAY



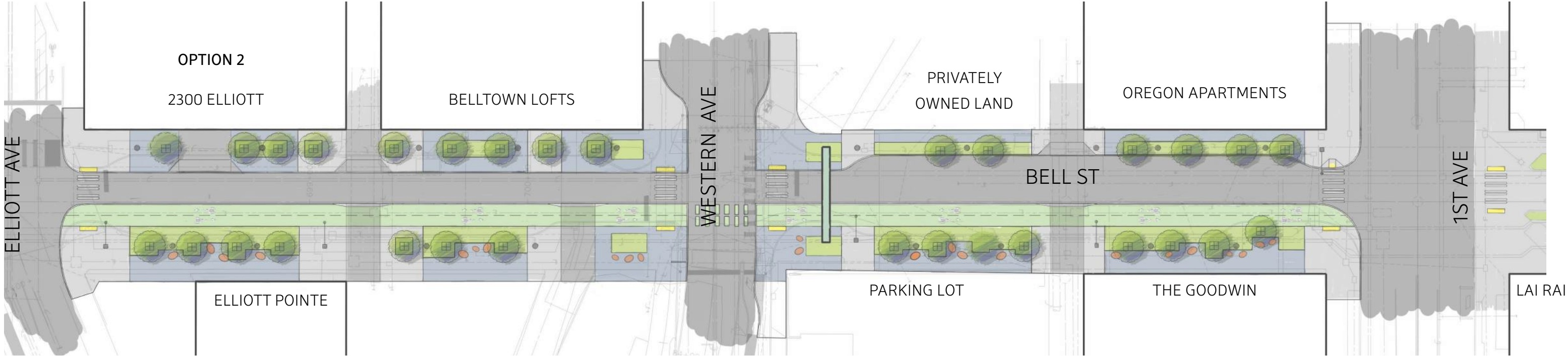
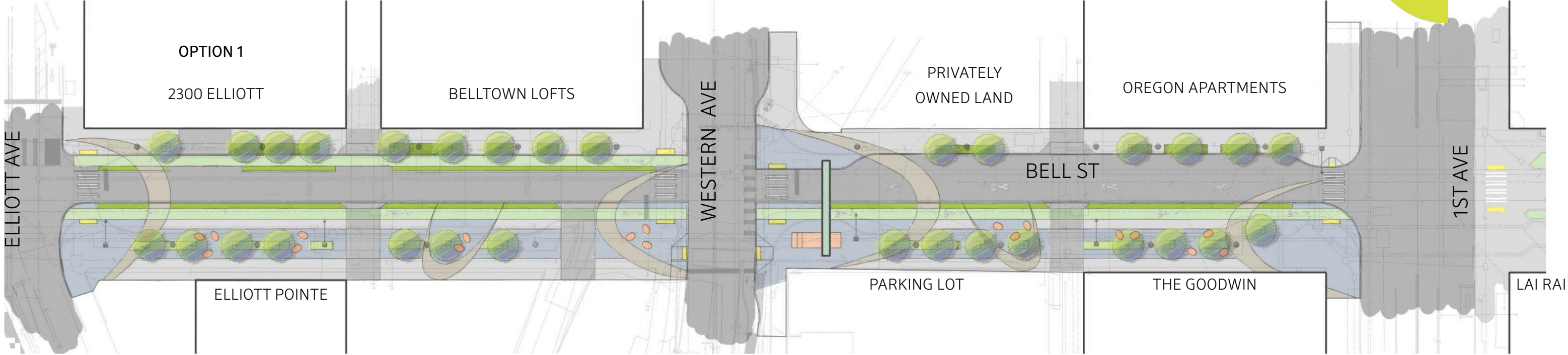
PREVIOUS OPTION 1



PREVIOUS OPTIONS 2



PREVIOUS OPTIONS



SDC FEEDBACK

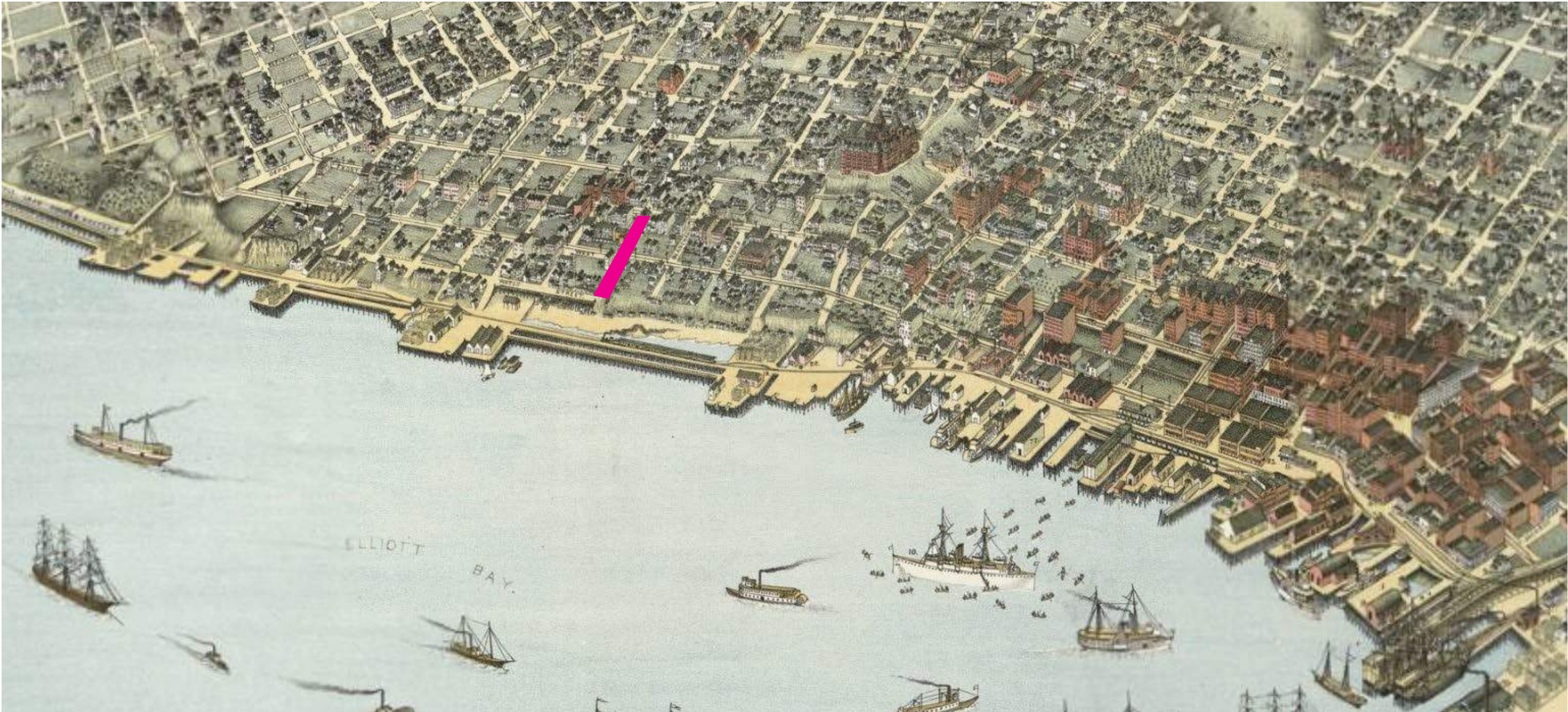


1. Seating should be playful, and in visible solar access areas
2. Request design relationships to waterfront and neighborhood context
3. Focus on pedestrians and cyclists
4. Seating and focus should be on district center (New Elliott and Bell Gateway)
5. focus more on greenery

HISTORY - 1891 BIRDSEYE



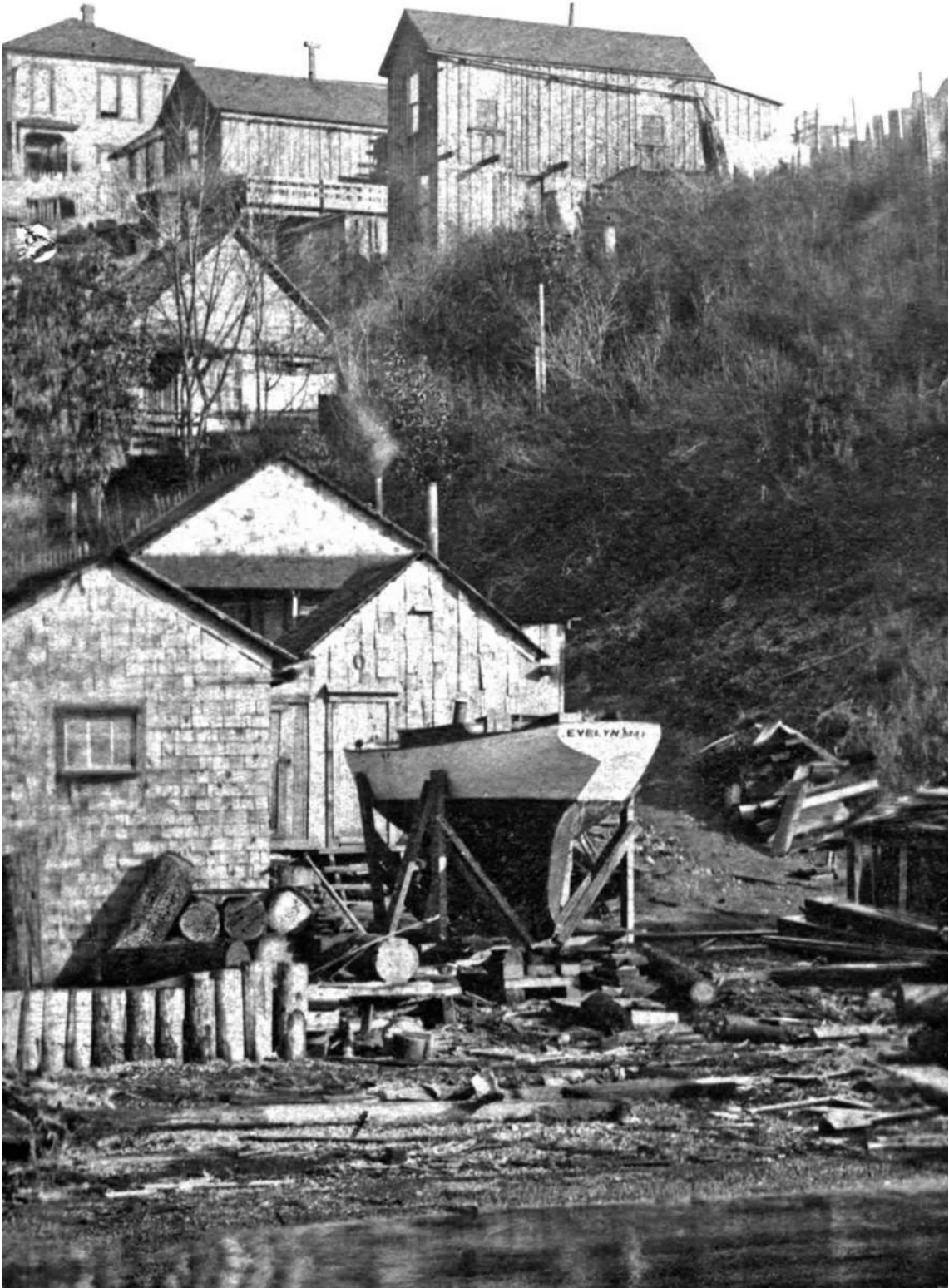
HISTORY - 1891 BIRDSEYE



HISTORY - PUGET SOUND COAST SALISH PEOPLE



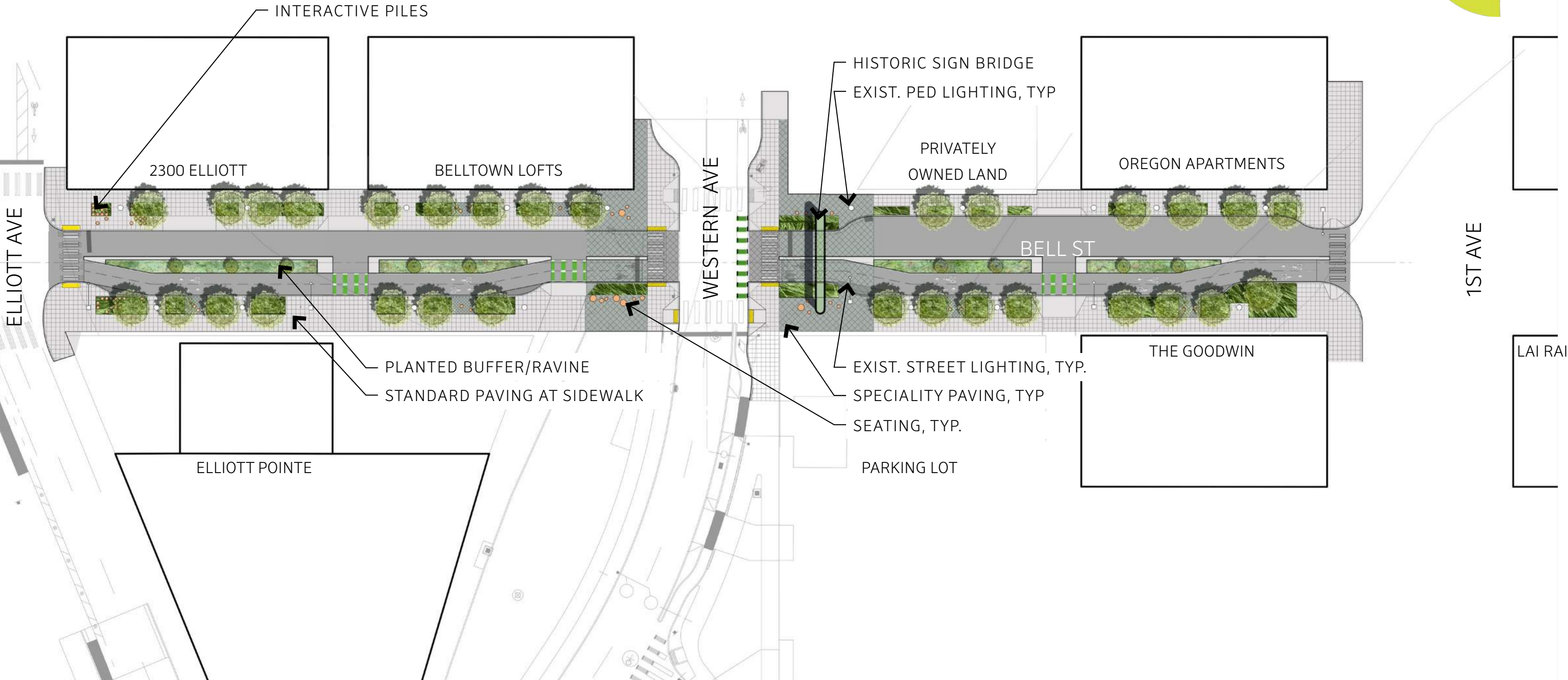
HISTORY - BELLTOWN RAVINE



PREFERRED CONCEPT: SITE PLAN



CITY OWNED LAND



ELLIOTT AVE

WESTERN AVE

BELL ST

1ST AVE

LAI RAI

2300 ELLIOTT

BELLTOWN LOFTS

HISTORIC SIGN BRIDGE
EXIST. PED LIGHTING, TYP

PRIVATELY OWNED LAND

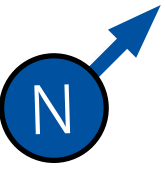
OREGON APARTMENTS

PLANTED BUFFER/RAVINE
STANDARD PAVING AT SIDEWALK

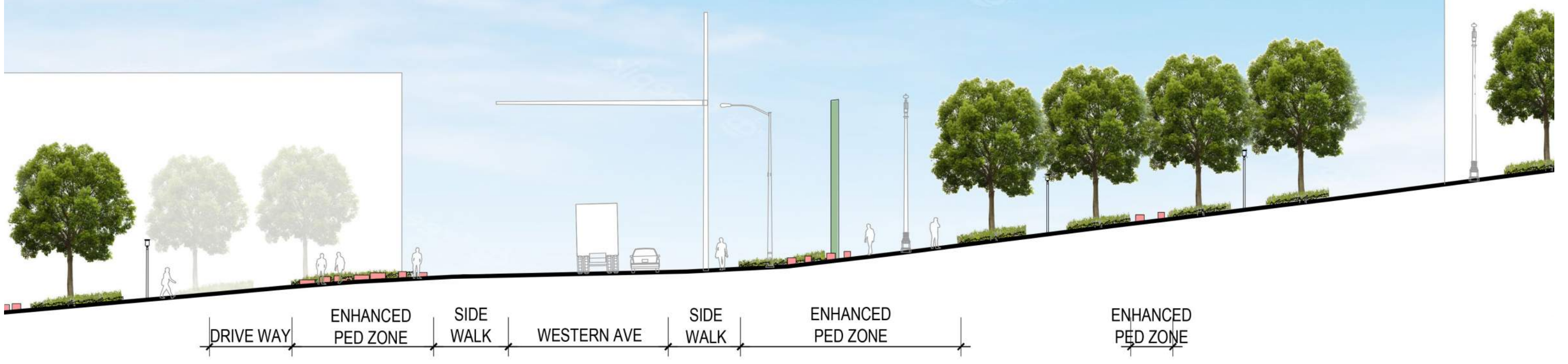
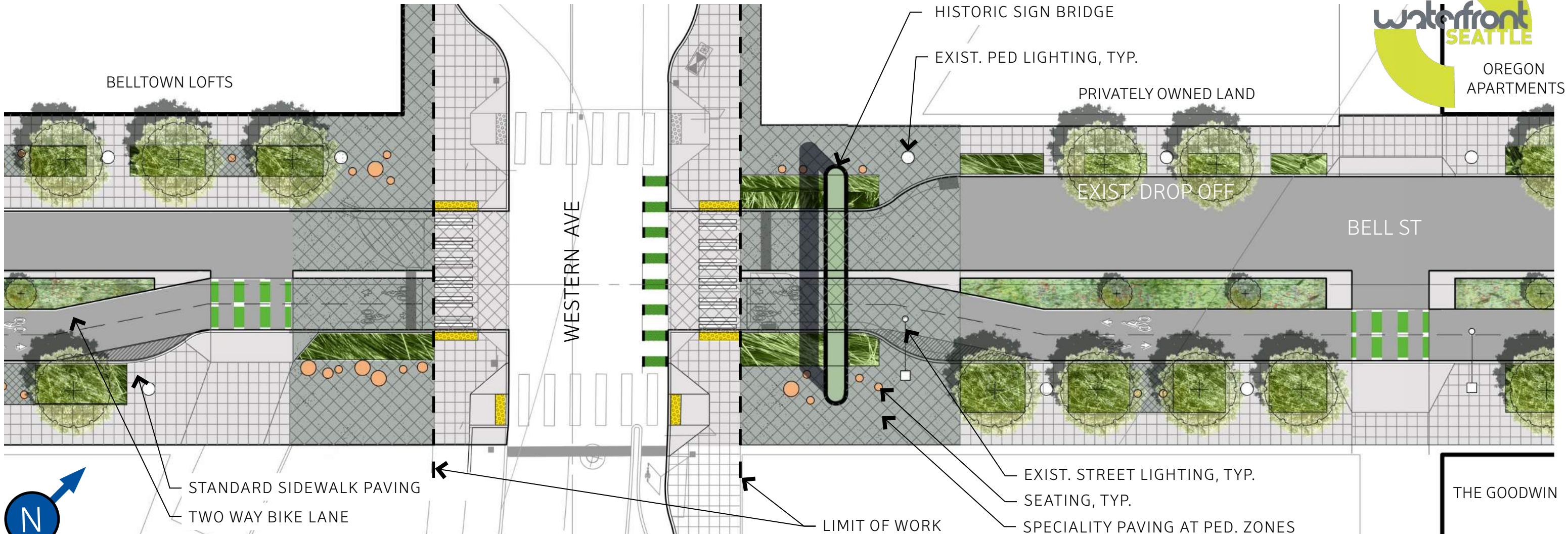
EXIST. STREET LIGHTING, TYP.
SPECIALITY PAVING, TYP.
SEATING, TYP.
PARKING LOT

THE GOODWIN

ELLIOTT POINTE



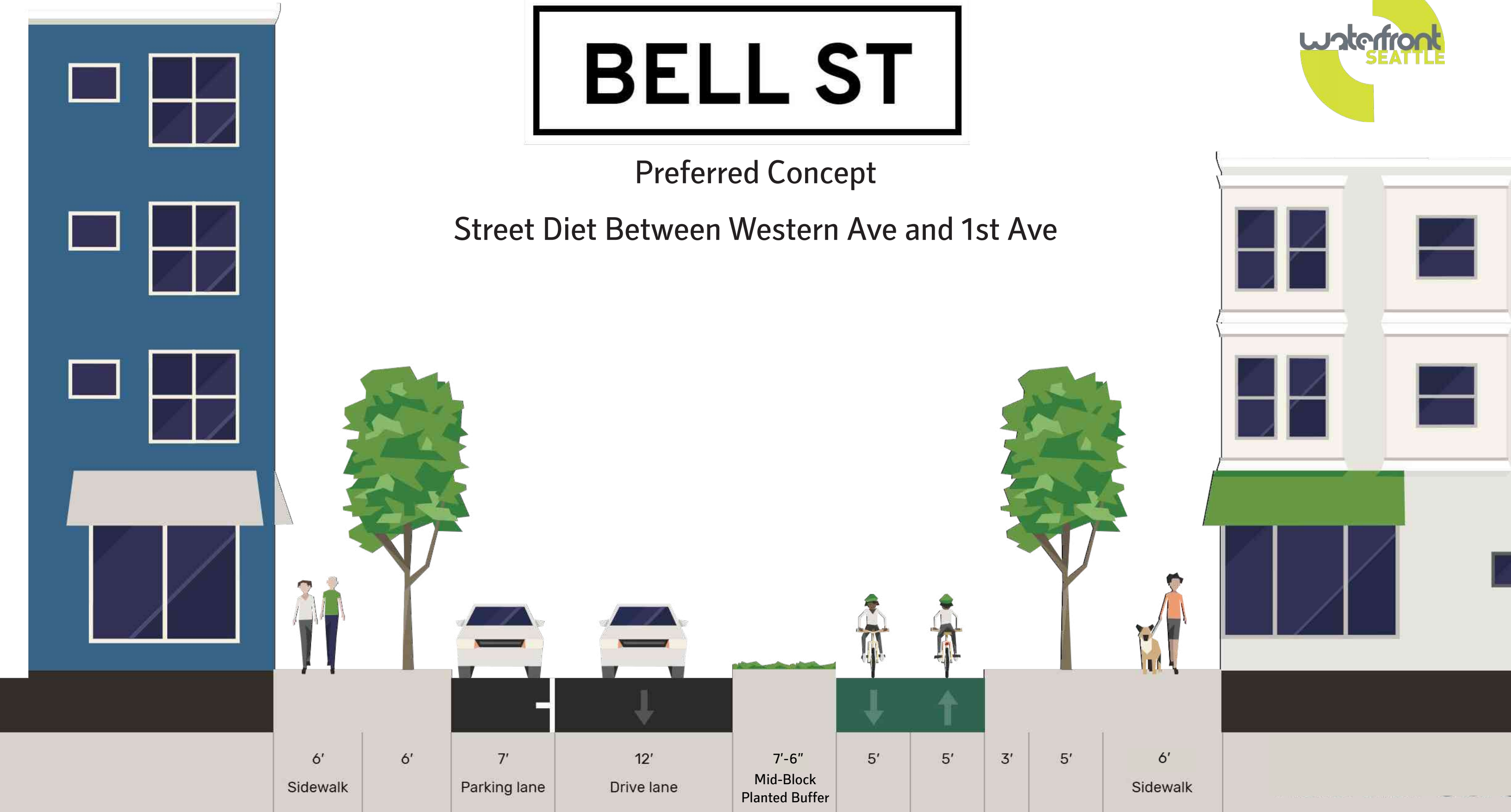
PREFERRED CONCEPT: ENLARGED SITE PLAN



BELL ST

Preferred Concept

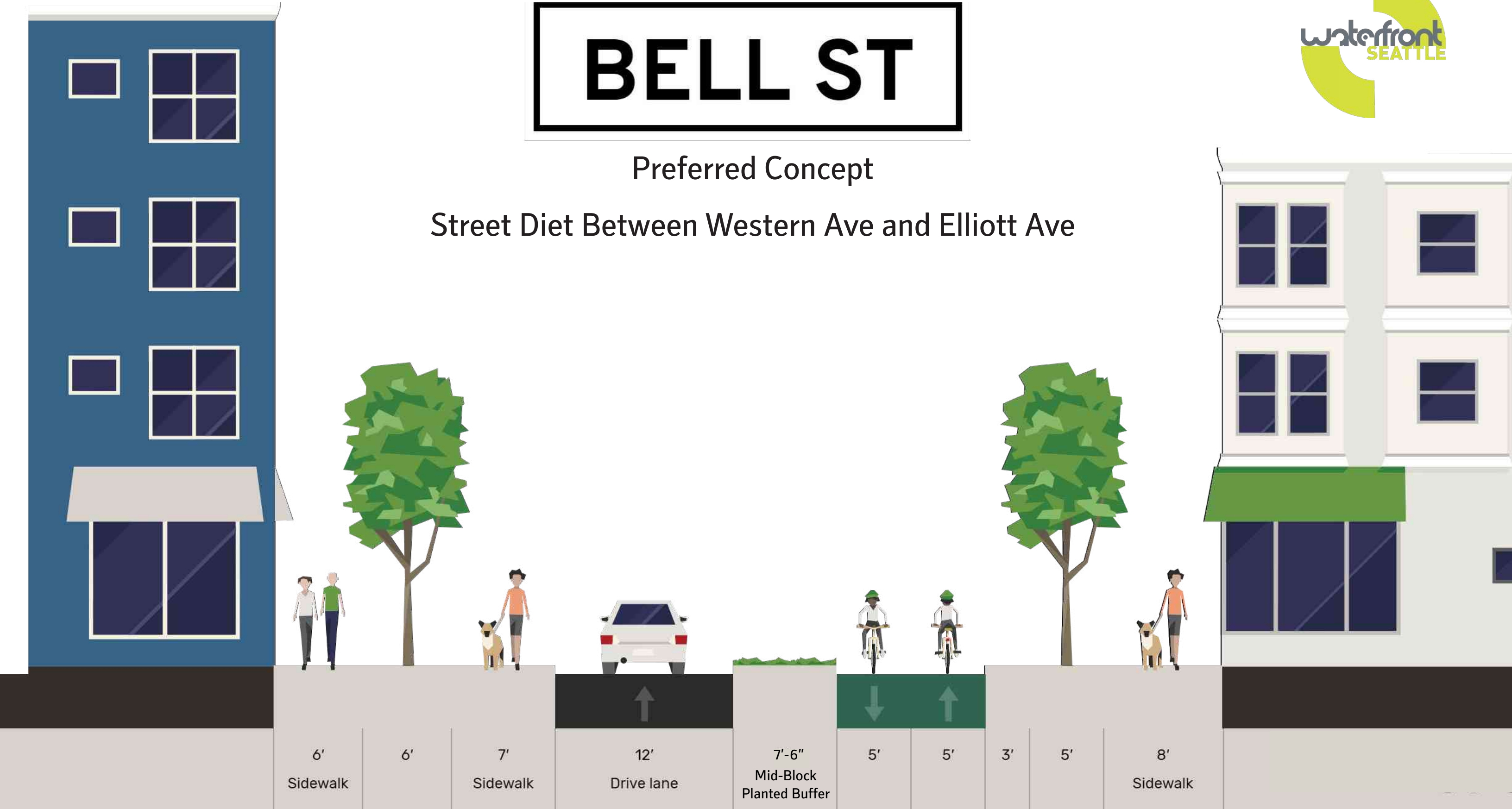
Street Diet Between Western Ave and 1st Ave



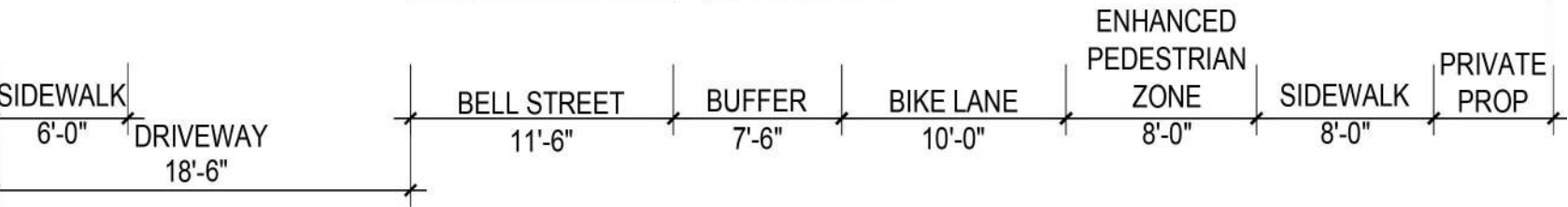
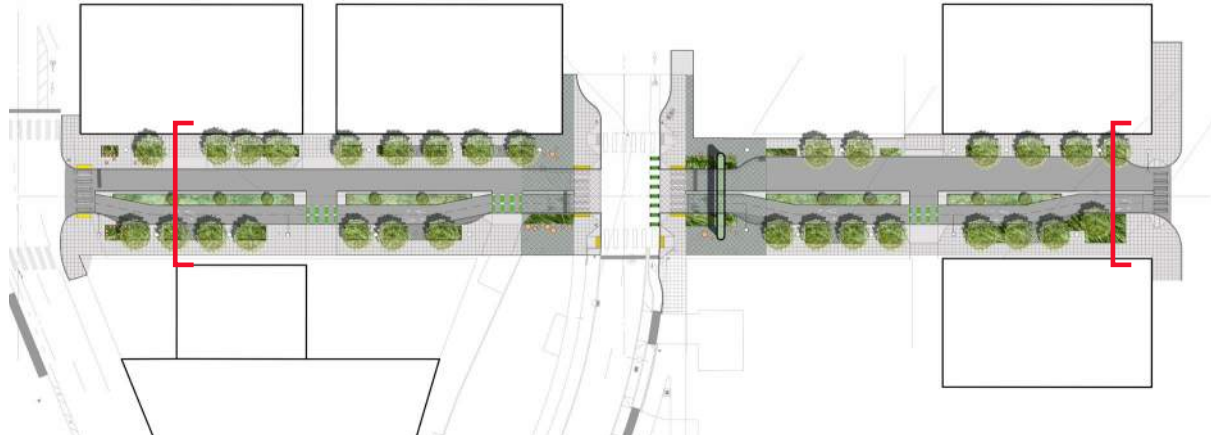
BELL ST

Preferred Concept

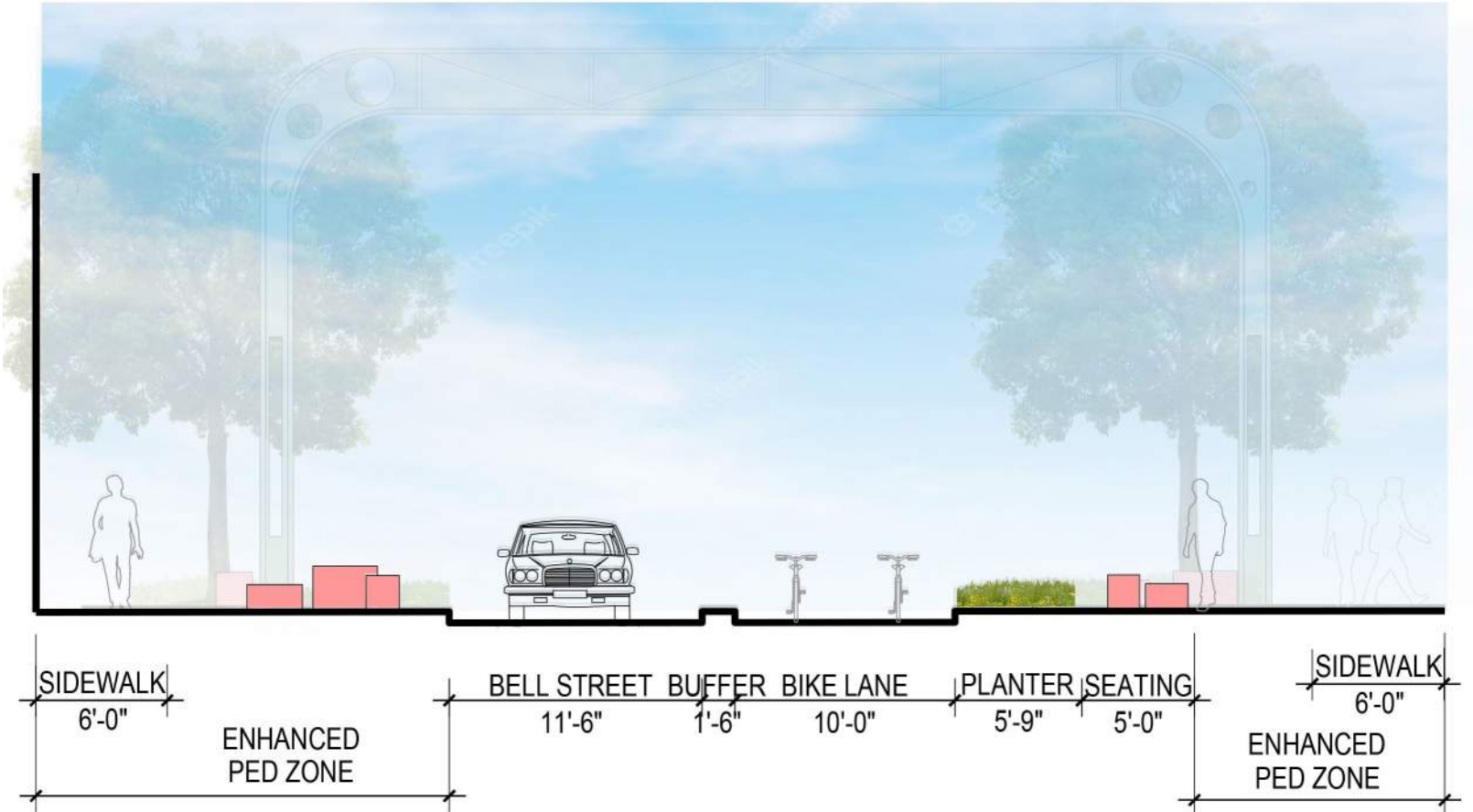
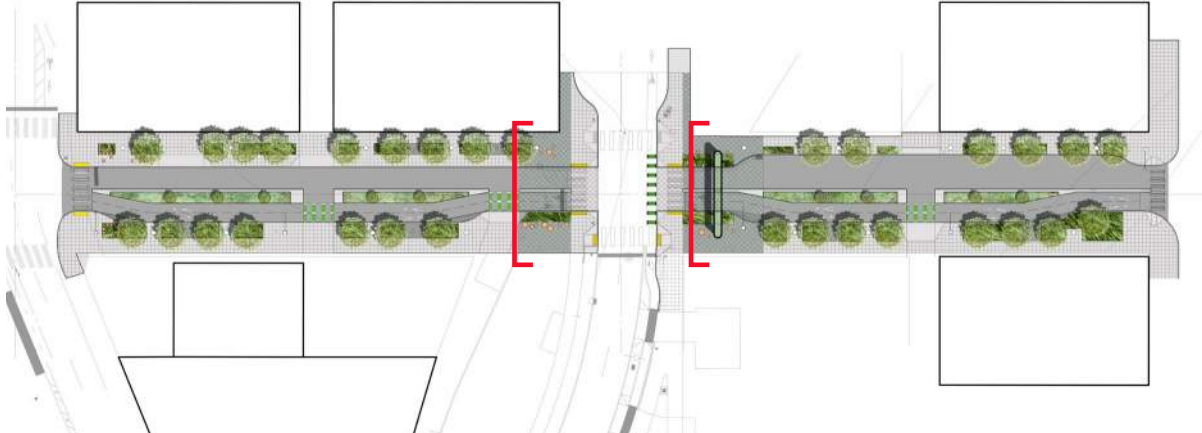
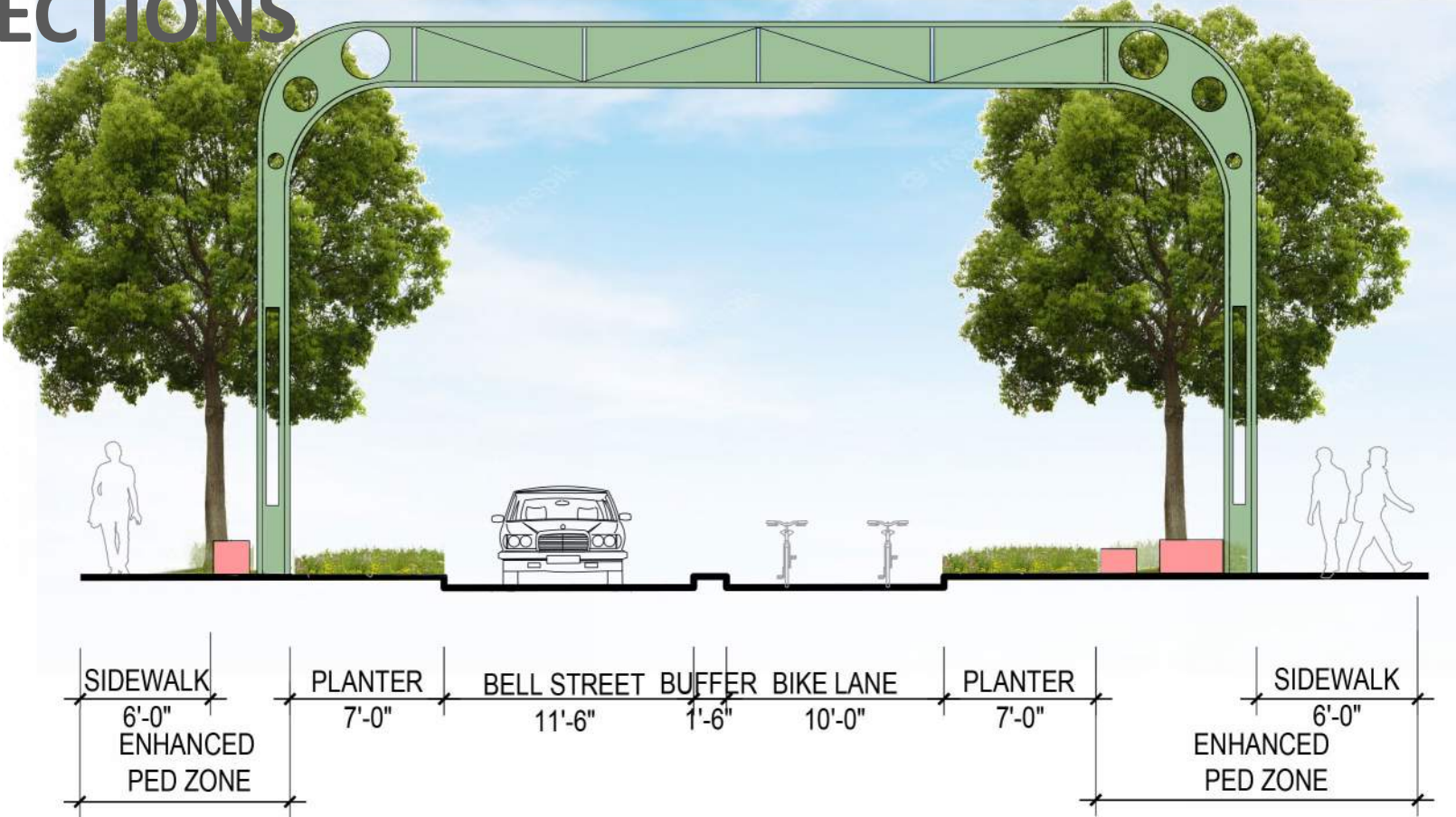
Street Diet Between Western Ave and Elliott Ave



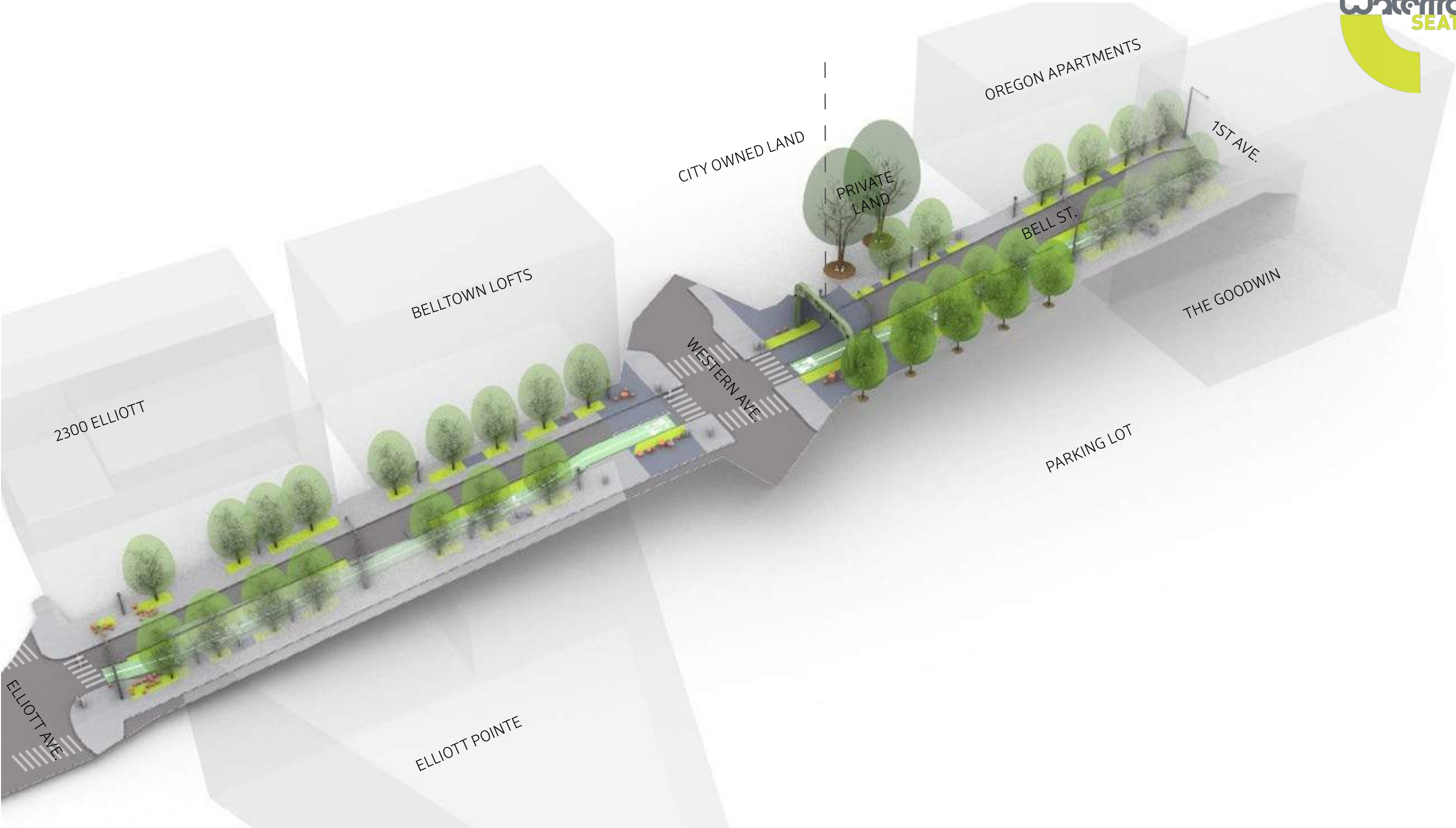
SECTIONS



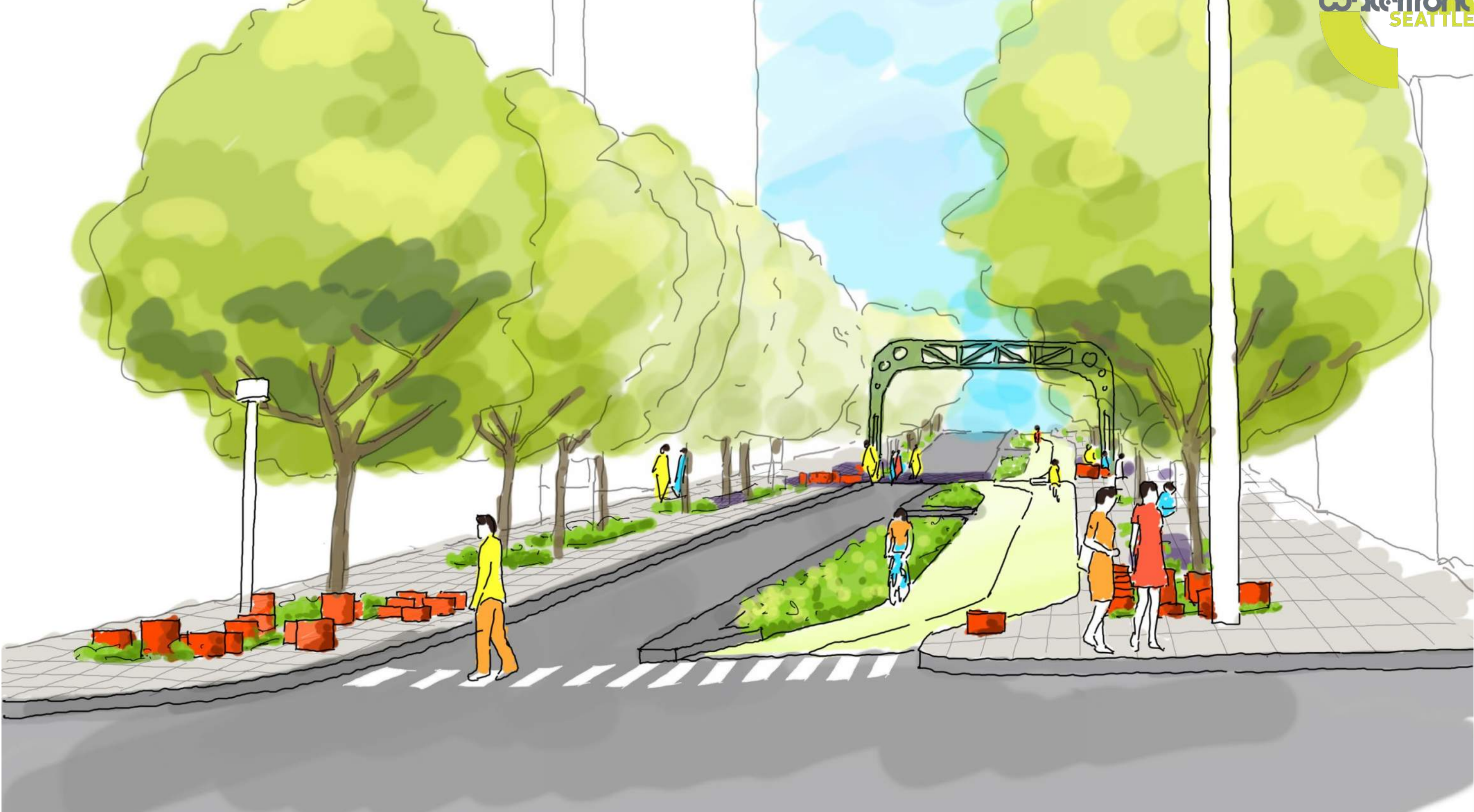
SECTIONS



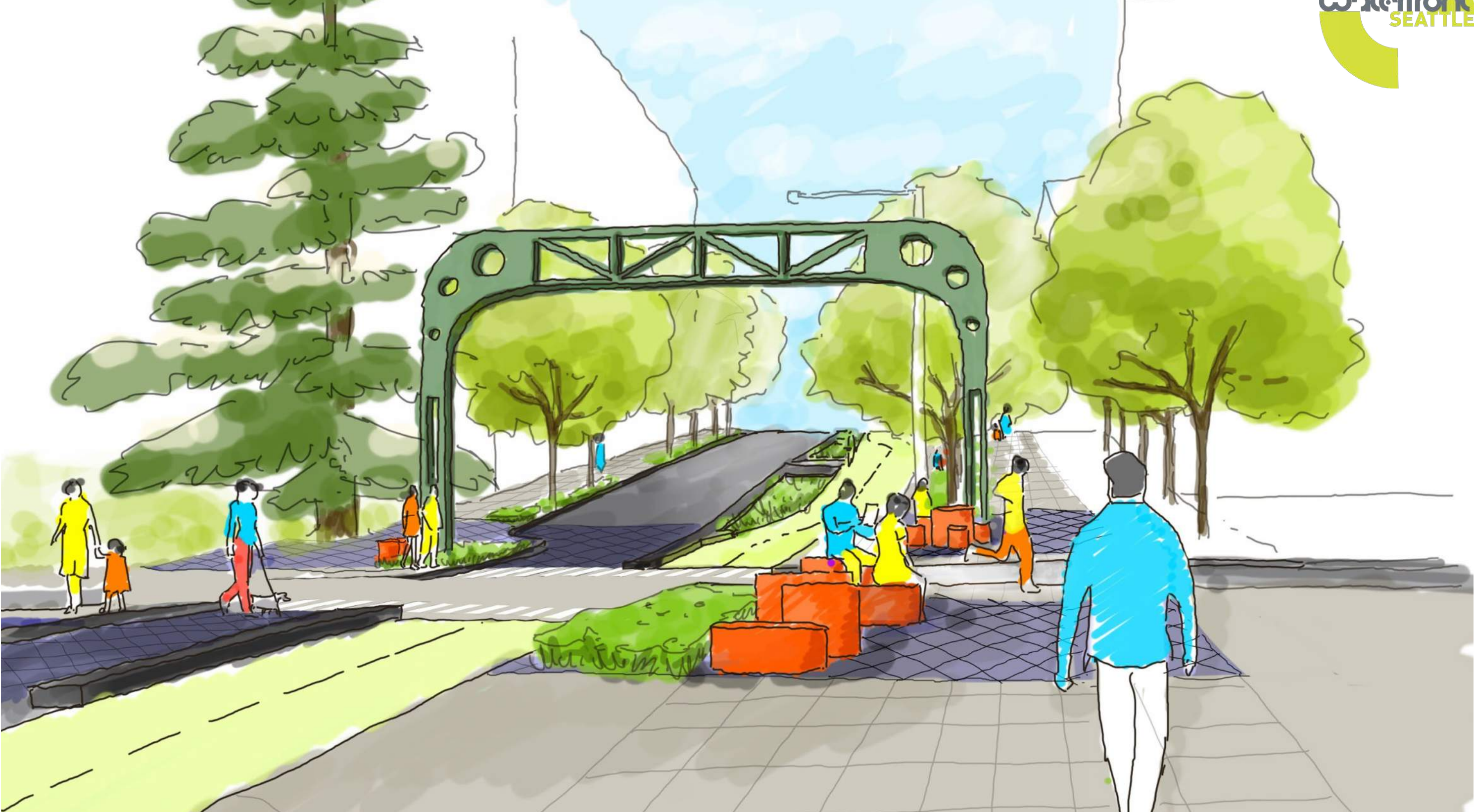
Birds Eye



View from Bell Harbor Bridge looking East



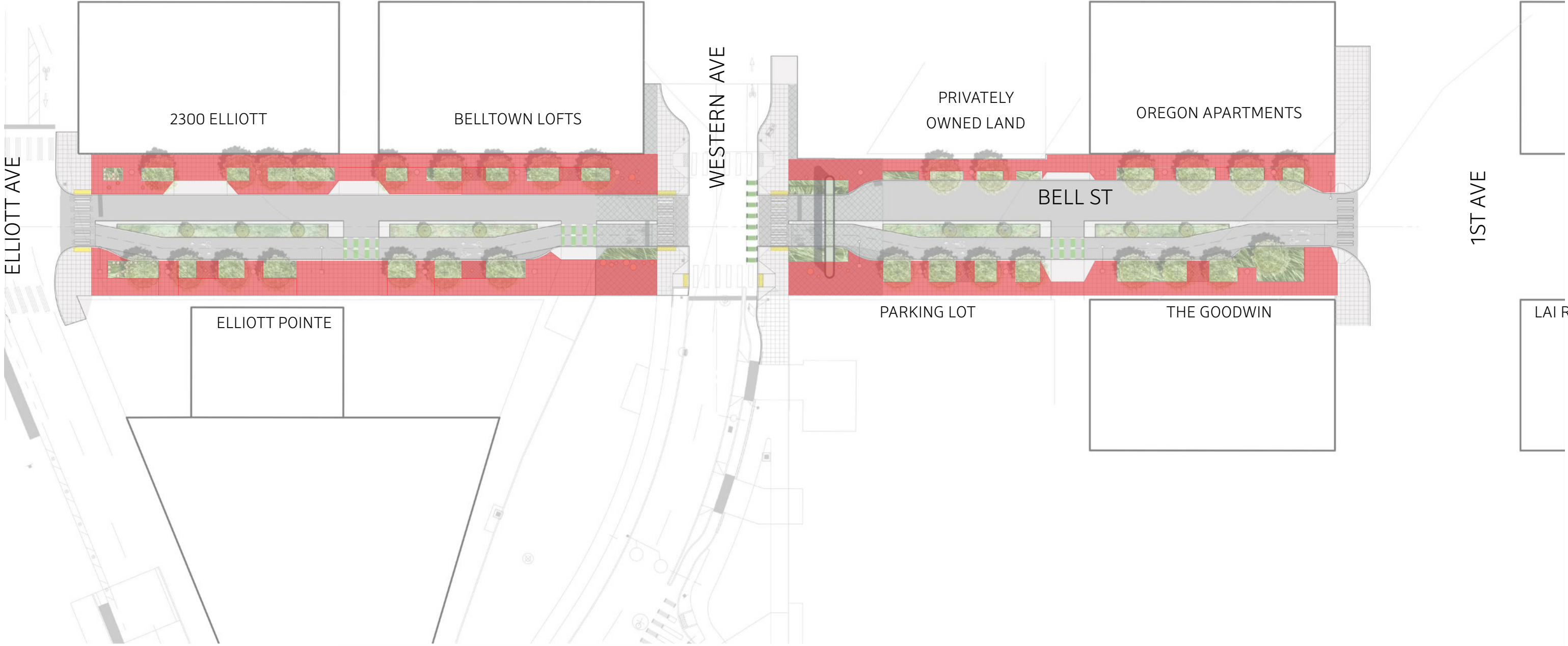
View towards Neighborhood Gateway



View towards Waterfront



PEDESTRIAN SPACE



ELLIOTT AVE

2300 ELLIOTT

BELLTOWN LOFTS

WESTERN AVE

PRIVATELY OWNED LAND

OREGON APARTMENTS

BELL ST

1ST AVE

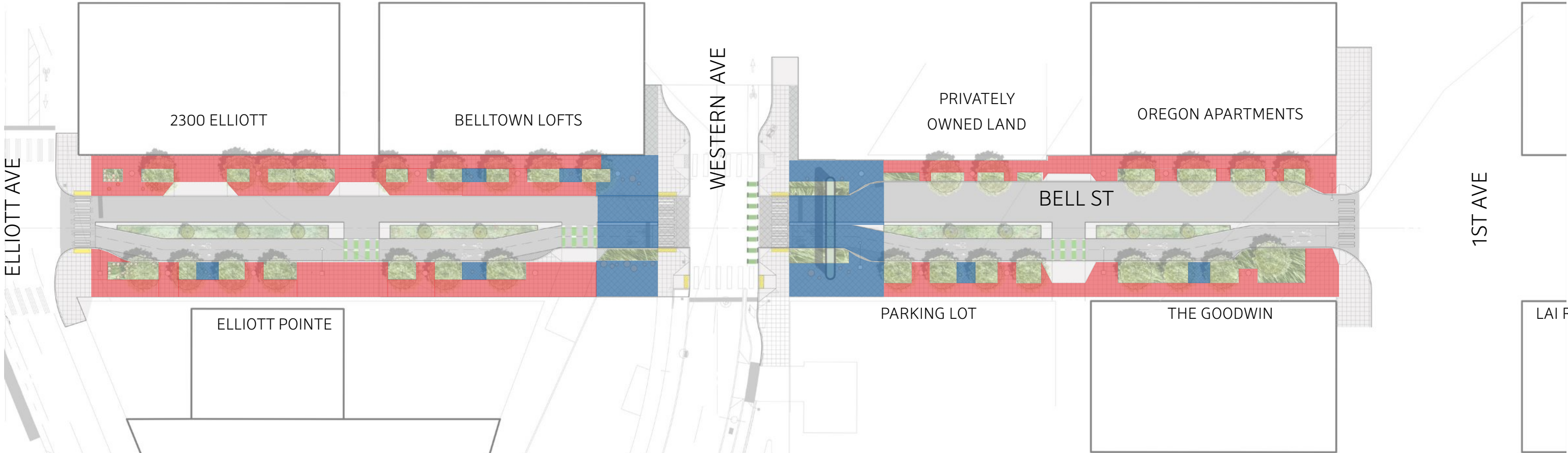
ELLIOTT POINTE

PARKING LOT

THE GOODWIN

LAI RAI

PEDESTRIAN SPACE MATERIALS



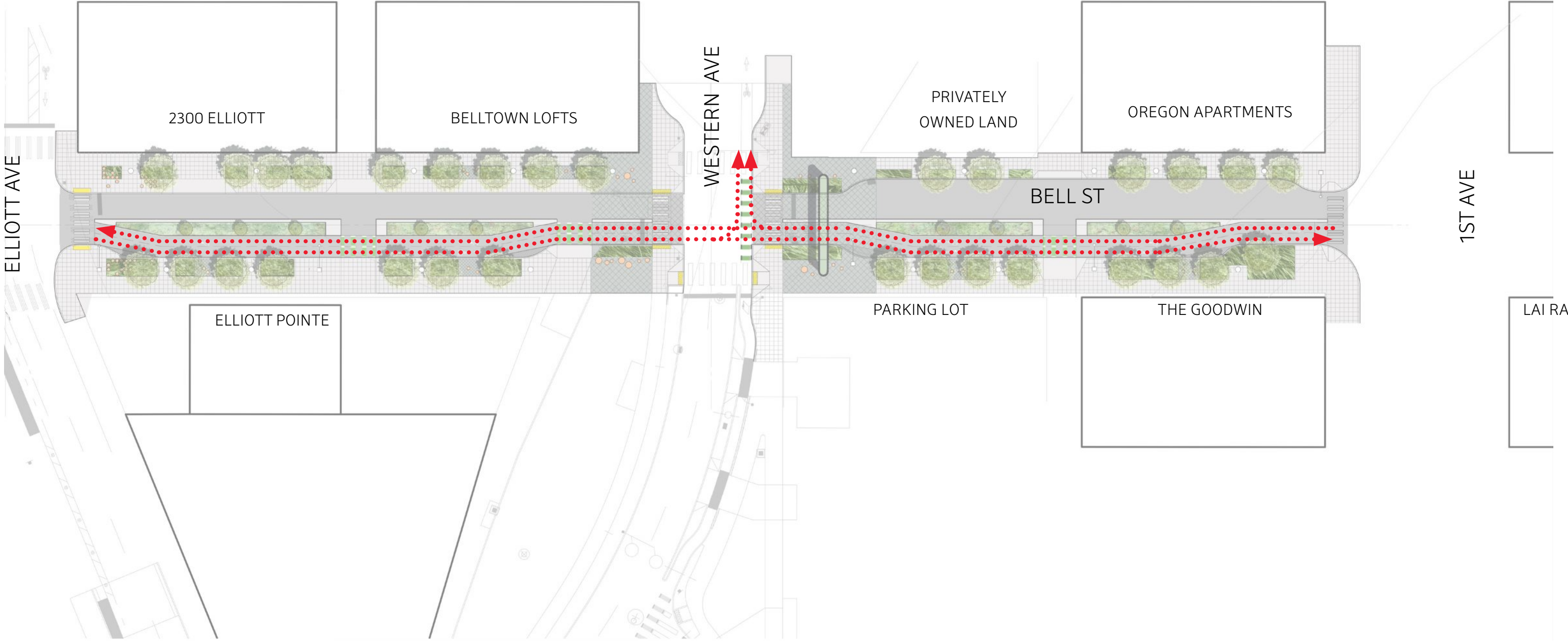
 COS 2'X2' CONC. DIAGONAL PAVING - Charcoal



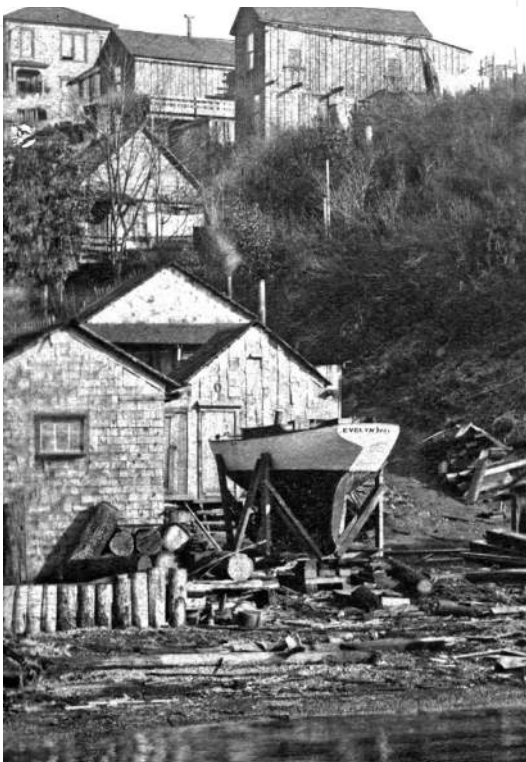
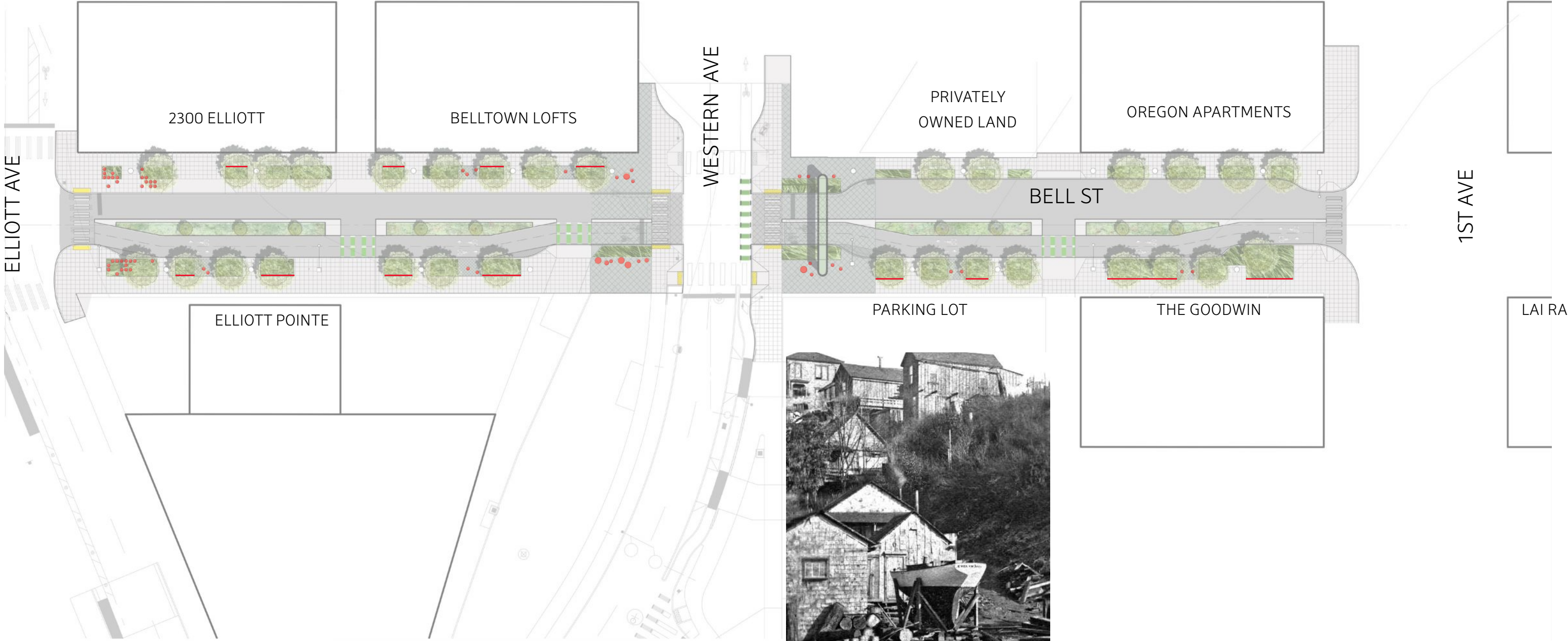
 COS 2'X2' CONC. PAVING - Light Gray



BIKE CIRCULATION



SEATING/HISTORIC PILES AND HANDRAILS (POTENTIAL LOCATIONS)



LAI RAI

BELL STREET DESIGN REFINEMENT NEXT STEPS



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?

Contact us at:

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206.499.8040

waterfrontseattle.org