**LOOK OUT FOR THESE SITE DETAILS**

**Why Curbs on a “Curbless” Street?**
These curbs are raised elements that occur where protecting vegetation from vehicles. The design team specified a wider curb so that people could use them as informal seating during events.

**Intersection Cues**
At intersections, vehicles rise up onto Bell Street via a driveway entrance, forcing slower turning movements. Necking down the street at crosswalks creates another signal to motorists to slow down.

**Activating Outdoor Spaces**
Businesses have room to grow into the park via sidewalk cafe zones. These spaces were integrated into the design by widening the sidewalk, and carefully studying adjacent uses.

**Granite “Perches”**
These site furnishings are made from recycled SDOT granite curbs. They provide informal opportunities for seating and play.

**Park Seating**
Colorful, movable tables and chairs with backs allow comfort and flexibility of use throughout the park. These are often used by the neighborhood and patrons of local businesses.

**Unique Geometry**
A flexible diagonal grid provides continuity while accommodating diverse conditions. It also encourages meandering movements along and across the street. Paving varies in color and texture as a visual and tactile cue to users.

**Tree Selection**
Tupelo and tulip trees provide a canopy for the park that is civic in scale and character, while groves of smaller maples and shore pines frame seating areas.

**Pedestrian Lighting**
The design team worked with Landscape Forms to customize a new LED light fixture for consistent roadway and pedestrian light levels, providing a safe place for neighbors and visitors to connect with each other at all hours.

**Bike Racks**
Bike corrals are prevalent on all blocks. Bike racks are oriented with the grid and placed out of the main flow of pedestrians.

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Bell Street Park is a hybrid of park spirit and street function. The four blocks between 1st and 5th Avenues are the first phase of a long-range vision for a green corridor connecting the Elliott Bay waterfront to historic Denny Park. When rising land values made acquiring sufficient parkland difficult in Belltown, community leaders and city officials turned to the public right-of-way as an underutilized resource in meeting the area’s open space needs. The design and permitting process lasted from 2009 to 2013. With a budget of approximately $3 million, construction began in 2013 and was completed in March 2014. The community developed an Art & Activation Plan in April 2015 to establish a shared vision for park activation over the next 5 years.

The project’s biggest challenge was safely adding park experiences—strolling and playing, gathering and eating—while continuing to serve cars, bikes, buses and emergency vehicles. Three key decisions addressed these conflicting needs:

- **RECLAIM** one traffic lane and one parking lane for park use.
- **ELEVATE** the roadway to the sidewalk level to create a continuous, curbless surface.
- **MIX** park and street elements into a wall-to-wall tapestry of shared space that blurs the boundaries between pedestrian and vehicular areas.

More information on the park and the plan can be viewed at: [www.svrdesign.com/bellstreetpark](http://www.svrdesign.com/bellstreetpark).

**DESIGN TEAM:**
SvR Design Company
Prime, Landscape Architecture & Civil Engineering
Hewitt
Landscape Architecture & Urban Design
WSP
Electrical and Lighting
ReadWagoner
Community Involvement

**AGENCY PARTNERS:**
Seattle Department of Transportation
Seattle Public Utilities
Department of Planning & Development

**COMMUNITY ORGS:**
Belltown Business Association
Belltown Community Council
1. **RECLAIM**
Space for vehicular use was reduced from two lanes with some back-in parking to one lane and pockets of parallel parking, creating more space for plants and people.

2. **ELEVATE**
The roadway was lifted to the elevation of the sidewalk to form a shared surface from one building face to the other.

3. **GRID**
Sawcut scoring was carried across the entire space to unify the corridor and provide a finer grain of detailing that claims the roadway as part of the street park.

4. **TWIST**
The grid was twisted to break down streetscape conventions of “along” and “across” and encourage more diverse movements.

5. **MEANDER**
Flows of pedestrains, bicycles and vehicles are shifted to slow cars and create pockets for gathering in appropriate locations.

6. **GUIDE**
Shared spaces can be challenging for the visually impaired. Dark tactile pavers form ribbons of texture to signal that one is leaving a pedestrian-only zone and entering an area shared with vehicles.

7. **BLUR**
A zone of medium tone and texture radiates from the dark tactile ribbons to narrow the perceived width of the vehicular lane and form “eddies” for activation and gathering.

8. **GROW**
The design integrates a rich layer of vegetation and trees selected for both natural appearance and pragmatic durability resulting in over ten times as much vegetated area as other comparable downtown streets.