



Beaux Arts Village

Right of Way Analysis and Guidance





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ACKNOWLEDGMENTS

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PROJECT BACKGROUND

INTRODUCTION

A stone's throw from Downtown Bellevue and the major east-west interstate highway I-90, Beaux Arts Village occupies an enviable location that offers not only excellent access to major transportation corridors, but also breathtaking views of southeast Lake Washington. The town was founded 100 years ago as an artists' colony, but that vision was never realized. Presently, its approximately 300 residents comprised of residents that range from retirees to young families.

Beaux Arts Village incorporated in 1954 to avoid annexation by the city of Bellevue. A small, eclectic community of 117 houses that vary from midcentury ramblers to contemporary homes, the town also boasts an inventory of 10 historic cottages dating back to its artist-colony days. The town has little interest in following the development trends and character of its neighboring jurisdictions.

Rather, as a community, it offers a unique vision as a modestly-scaled, forested community. This is reflected in zoning laws that limit homes to no more than 35 percent of the lot size. Bucking the trend of its neighbors towards suburbanization, Beaux Arts Village has chosen to ardently protect and enhance its woodsy feel and has retained tall trees that shade narrow roads. Natural paths connect street rights-of-way, and steep hill climbs lead down to its private beach on the lake.

Beaux Arts Village is a community of contradictions. Community members point to the following three prominent characteristics, proximity, character, and people, and the paradoxes inherent in them that distinguish Beaux Arts from surrounding municipalities.

PROXIMITY

Beaux Arts Village is within a mile from the heart of downtown Bellevue. In addition to very easy access to both north-south and east-west interstate highways (I-5 and I-90) Beaux Arts villagers have direct access to Lake Washington and a beloved beach.

Some distinguishing characteristics of its location is that it is:

1. Close to a major regional urban center yet is densely forested in character.
2. Near major highways, yet relatively secluded and sheltered.

CHARACTER

Beaux Arts Village is a quiet community with a single arterial road bisecting the Upper Village from the Lower Village. Large wooded properties line narrow streets that have no curbed or otherwise separated sidewalks. Densely vegetated, many homes are secluded from street view. Interesting contradictions that mark its character are:

1. Small town with large lots.
2. Charming, rustic, and quiet yet bustling with the construction of new modern homes and many renovations.
3. Feels like an organic and eclectic, yet intimate neighborhood, rather than an ordered, sprawling planned suburban development.

PEOPLE

Repeatedly, in surveys and at meetings, villagers appreciate the community-oriented mindset of those who chose to live in Beaux Arts Village. Many chose to get involved and are engaged in town issues, lending to a strong foundation of camaraderie and communal spirit. Gatherings at the beach, as well as work parties, are some of the regular events that bring neighbors together. Yet, these same neighbors cherish their privacy.

An issue that occasionally rises to the forefront is the design and maintenance of the public right-of-way in the town. While most rights-of-way (ROW) are about 50–60 feet wide in Beaux Arts Village, the actual roadway is about a third of this width. Keeping this roadway clear of brush, providing a safe walking environment, and accommodating the need for on-street parking are issues that are occasionally raised by villagers and city leaders alike.



EXISTING RIGHT-OF-WAY GUIDANCE

Over the years, these issues were addressed through modifications to city codes. Resolution 66 clearly establishes the town people's desire to protect and enhance the unique characteristics described above. The principles for future development were established in the Resolution as the following:

1. Preserve the look and feel of the Village.
2. Establish procedures for making foliage management and landscaping decisions.
3. Communicate with Villagers.
4. Foster cooperation and the sense of community.

In 2009, the Council passed the right-of-way code (recorded in Chapter 12.15 of the Beaux Arts Municipal Code) through Ordinance 370. In 2013, sections 12.15.040 and 12.15.060 were amended to clarify the role of property owners in the care of the right-of-way immediately adjacent to their properties.

There is a tradition of semi-annual work parties where many villagers work collectively to improve Town property for greater visibility, safety, and aesthetics. As properties are rebuilt or property owners are able, the rights-of-way around houses are improved. Parking areas are created by cutting back the brush and oftentimes paved with gravel or covered with mulch.

RIGHT-OF-WAY GUIDANCE DOCUMENT

In 2013, the Town Council sought professional services to understand concerns about the condition and design of the public right-of-way (ROW). CREÄ Affiliates was hired to work closely with villagers and the Council to elicit concerns, if any, and to explore solutions tailored to the character and vision for the community.



PROCESS

CREÄ conducted several site visits and walked the many rights-of-way with a representative Council member. Through data gathering, surveys, and a meeting with the community, CREÄ developed a list of right-of-way topics that were of interest to the community. Subsequent urban

design analysis revealed areas of poor visibility, blind corners, opportunities to create gathering places, and areas that could benefit from landscaping enhancements. A presentation to the Council was followed by a workshop with community members.



GOALS

These steps resulted in the following direction for this project:

- Develop a general vision of how the rights-of-way could function as a cohesive network.
- Provide a deeper level of detail to guide right-of-way upgrades made by adjacent property owners, as well as pedestrian path improvements built through community effort.
- Locate gaps in features, such as lighting and pedestrian path conditions to enhance the walking experience.
- Provide tentative guidelines for coordinating and prioritizing improvements.

This guidance report had to be cognizant of and responsive to the varying opinions that were offered during conversations and exercises. Villager feedback clearly showed:

- A definite attachment to the forested environment and informal nature of the roadways.
- A divergence of opinions of what to “fix.”
- That more time and discussions will be necessary for villagers to develop a consensus on the level and type of improvements needed.
- That despite some reluctance to change, there are basic safety and service issues that could be addressed in this guidance report.
- That as the community evolves, future exercises of a similar nature might reveal new issues that could be addressed at that time.



DESIGNING FOR SAFETY

Concerns about safety came up repeatedly in early discussions with villagers. While the number of criminal incidents recorded is very few, (as shown in the map in Appendix I), there is an ubiquitous concern about property crime, rather than concerns about personal safety. As a result, this right-of-way guidance document recommends the use of principles developed through the program called “Crime Prevention through Environmental Design.”

The Department of Justice's Office of Community Oriented Policing Services has an excellent 2007 publication called “Using Crime Prevention Through Environmental Design in Problem-Solving.” The principles mentioned in this this publication are discussed below in Establish Clear Rules For Property Access, Provide Opportunities to See and Be Seen, and Define Clear Lines of Movement in the Public Right-of-Way. These are relevant to Beaux Art Village and the design and maintenance of the town's right of way.

To resolve issues with properties that have been targeted with crime, further discussion with and involvement of homeowners directly victimized is a pre-requisite to exploring more detailed and tailored design solutions. These issues are discussed in Active Use of Public Space and Maintenance below.

Thoughtful design and programming have been shown to reduce crime.

ESTABLISH CLEAR RULES FOR PROPERTY ACCESS

Properties that have a clear edge clearly signal distinction between the public and private realms. Design features, such as fences, hedges, or berms, can mark property edges, while elements such as gates control access into a property. Clearly defined elements using consistent color and materials can be used in the landscaping to define drives, sidewalks, paths, and parking to offer cues to visitors areas that they are clearly encouraged to use, and other areas that are off limits. Clearly marking public properties, such as the pedestrian paths, and controlling access to these will discourage the use of these areas by potential vandals.

PROVIDE OPPORTUNITIES TO SEE AND BE SEEN.

Visibility to streets, pedestrian paths and parking areas need to be supported by building orientation and the design of a property's windows. Supporting interior design can provide seating and activities by these windows to encourage passive vigilance of these areas from inside homes. Low outdoor planting and motion sensitive lighting can eliminate concealment spots further and help maintain clear sight lines to these areas. This will help in the timely reporting of any unusual activities. Such security measures can be amplified with physical security, or CCTV as circumstances demand.

DEFINE CLEAR LINES OF MOVEMENT IN THE PUBLIC RIGHT-OF-WAY

Clearly marked main routes for vehicular and pedestrian travel with long sight lines help in not only reducing vehicular accidents but also lend to the perception of physical safety for pedestrians. Clearly marked and visible pedestrian paths lend to a safer and less stressful walking experience. Furthermore, if designed as a network that offers frequent choices for changing directions, pedestrians can change direction should they feel a sense of danger.

ACTIVE USE OF PUBLIC SPACE

Public spaces that appear abandoned grab the attention of and become the target of vandals. Well-designed and visible seating spaces, as well as controlled entrances to these public spaces reduce the chance of crime. Furthermore, by integrating active uses that attract villagers into these spaces, has been seen to deter crime.

MAINTENANCE

Lastly, good quality public spaces (as well as private yards) with vandal-resistant outdoor furniture and ongoing maintenance appear to be subjected to fewer incidents of vandalism compared to unkempt public areas and private properties.



CONCEPTUAL FRAMEWORK

Urban design analysis of the Town layout and characteristics, as well as community and Council feedback, contributed to a conceptual framework of key features and opportunity sites in the Town. Appreciating that there is an attachment to the woody character of the Town and the intimate feel of the streets, this conceptual framework protects this treasured quality and instead identifies opportunities to enhance this aspect if it is compromised.

The main elements of this framework plan are:

1. Two arterials, 108th Avenue SE and 104th – 105th Avenue SE.
2. A pedestrian loop that connects key areas in the town and beach with consistent, low level lighting and improved signage.
3. Two Village Squares (at the multi-pronged intersections along SE 28th Street by 104th and 106th Avenues SE) that complement the large gathering space on the beach.
4. Water Tower Park redesign.
5. SE 28th Street Angle Path Improvements by 106th Avenue SE.
6. Modest historic signage at three entry points (along the 104th – 105th Avenue SE arterial at its northern and southern ends and at the SE 29th Street entrance on 108th Avenue SE).

These are discussed in further detail in the plan.

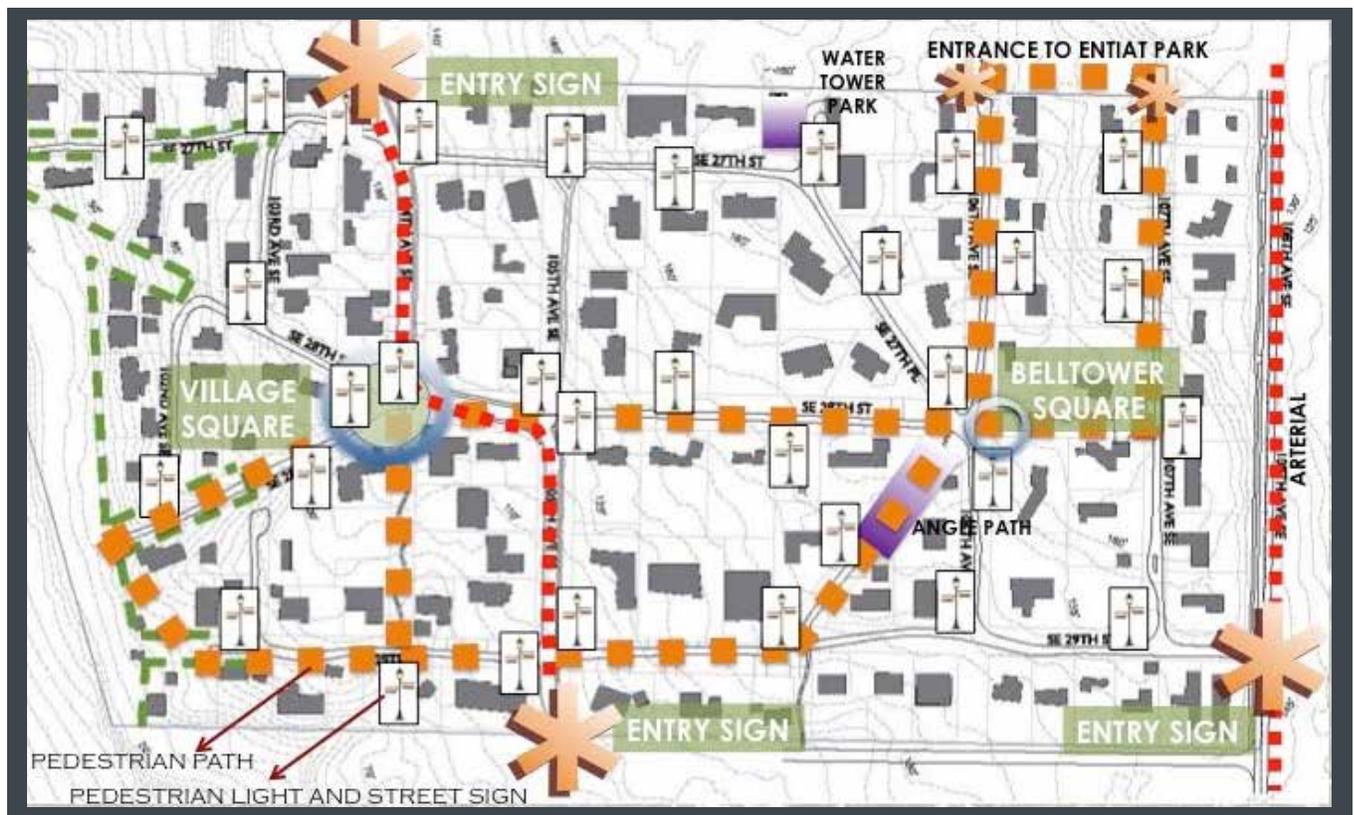


ILLUSTRATION OF CONCEPTUAL FRAMEWORK



STREETS

ARTERIALS

104th-105th Avenue SE and 108th Avenue SE (west of centerline) are the two arterials within Beaux Arts Village. These wider lanes accommodate traffic speeds up to 25 mph and offer protected pedestrian walkways.



EXAMPLE OF REFLECTORS ON BOLLARDS AT CURB

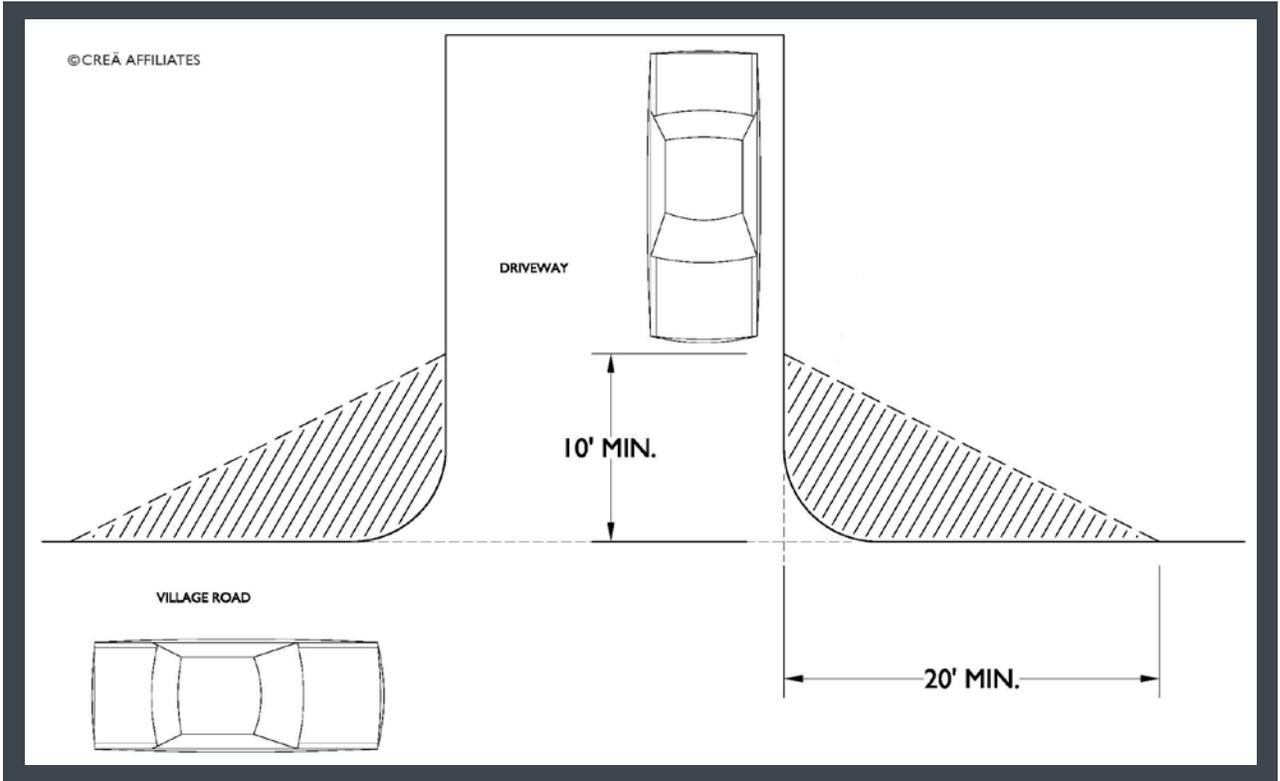
GUIDANCE FOR ARTERIAL REDESIGN

1. Where driveways and minor streets feed into these arterials, drivers should have clear sightlines to merge safely into flowing traffic. Reflectors at driveways and at the intersections with minor streets will alert drivers to potential merging traffic and offer added safety to vehicles on arterial streets.
2. Signage installed along the roads should be consistent, have large text, and be of high quality. Streetlights should illuminate street signs and other important signs.
3. While the distances are not typical and do not conform to national or state standards, guidance from Town Council suggest that the modest standards for sightlines at intersections and driveway shown below are appropriate for Beaux Arts Village.



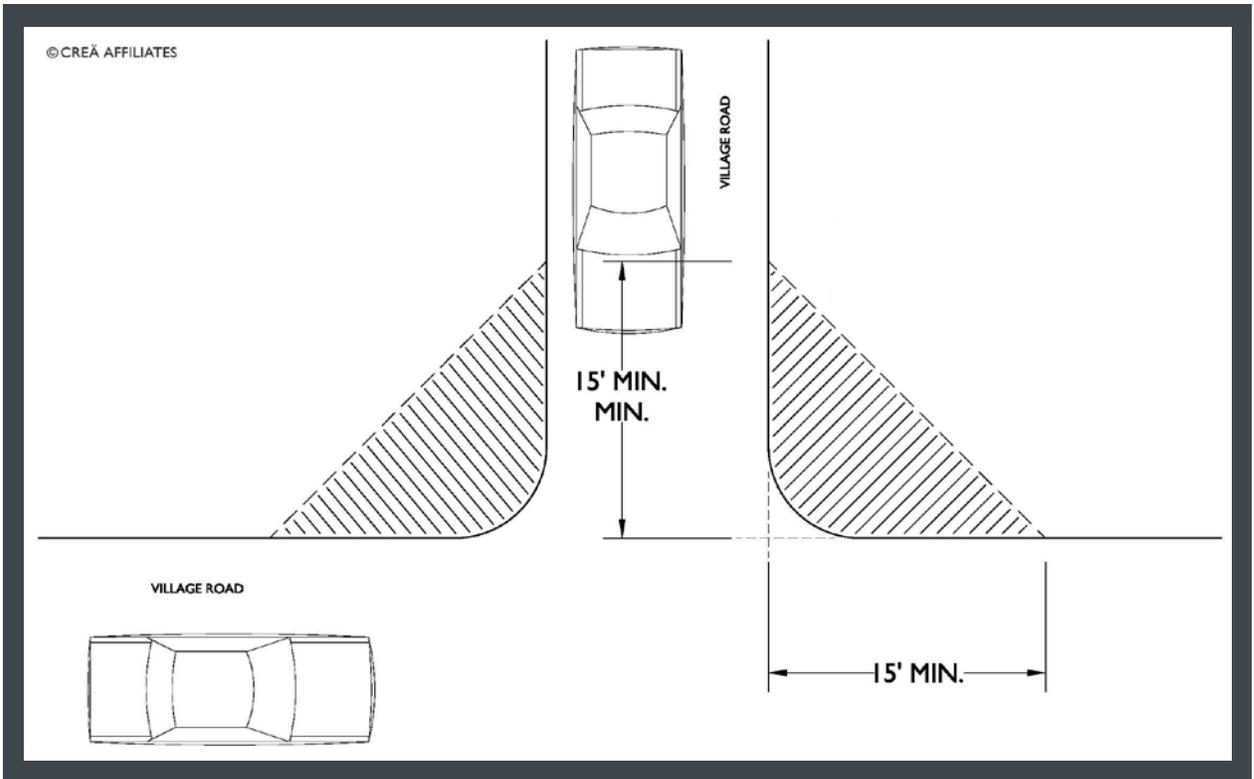
CLEAR SIGHT TRIANGLES AT DRIVEWAYS

At the intersection of village roads and driveways, there should be no vegetation between the elevations of 3' and 6' above the driveway grade in the 10' x 20' hatched triangle area shown.



CLEAR SIGHT TRIANGLES AT INTERSECTIONS

at the intersection of two village roads, there should be no vegetation between the elevations of 3' and 6' above the elevation of the adjacent road grade in the 15' x 15' hatched triangle shown.





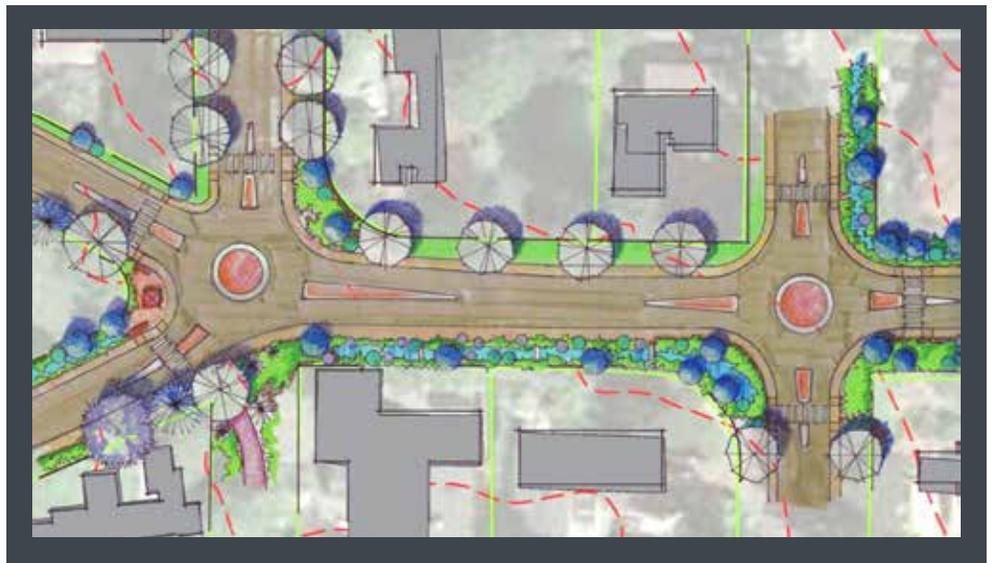
BOULEVARD REDESIGN

104th and 105th Avenue SE were redesigned around 50 years back to facilitate smoother flow of traffic through town. The design encourages a faster flow of traffic and does not consider the dangerous situations created through blind corners with other streets and driveways and dangerous situations with pedestrians. Moreover, the design of the street is that of a typical suburban arterial and is inconsistent with the character of the Town. Two options for the redesign are illustrated below. These should be explored in greater detail with villagers.

GUIDANCE FOR BOULEVARD RECONSTRUCTION

1. Redesign the roadway to curtail continuous traffic flow and slow it down at SE 28th Street.
2. Make a less formal pedestrian environment that is perhaps curbless, yet protected (like 108th Avenue SE).
3. Ensure a well-designed pedestrian environment accommodating the needs of transit riders.
4. Integrate bioswales and enhanced low level vegetation.
5. Improve the quality of lighting.
6. Provide visible street signage.
7. Improve sightlines from intersecting streets and driveways.
8. Consider the use of cobblestones in the roadway or along walkways to create the sense of a "center."

CONCEPT 1



CONCEPT 2

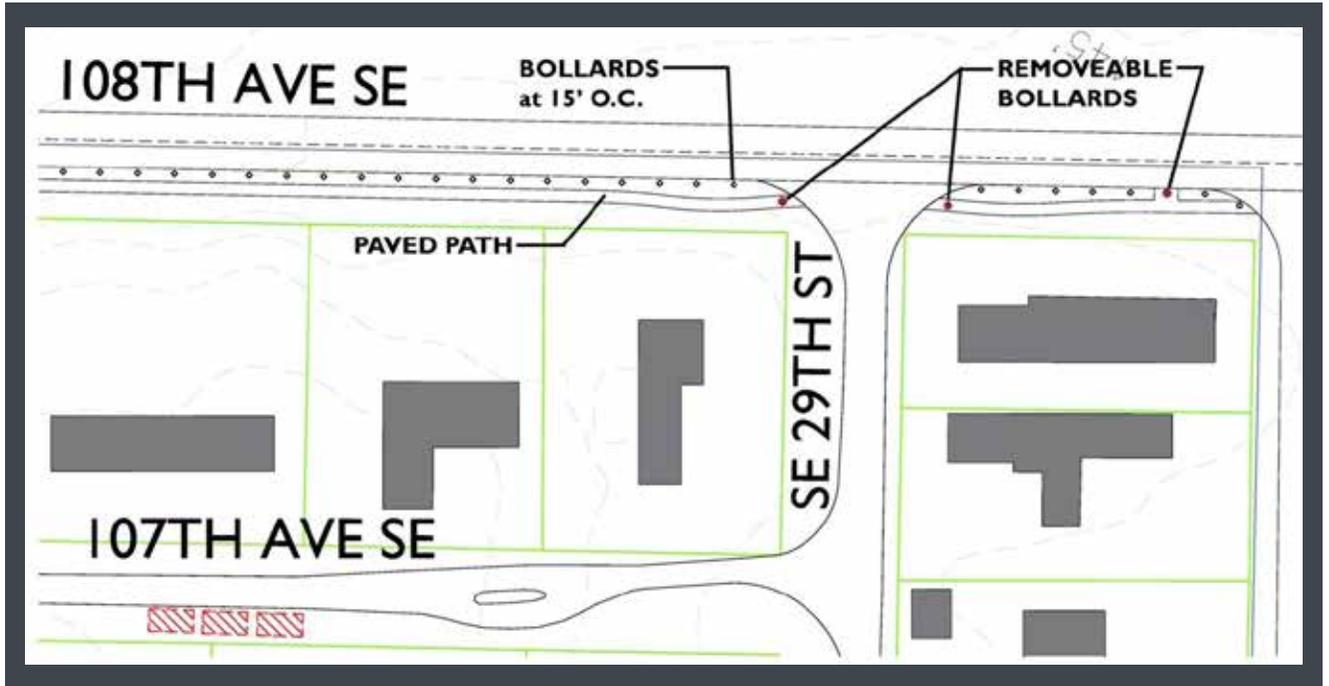




108TH AVENUE SE DEVELOPMENT

108th Avenue SE was improved to create bio-swales and a protected curbless pedestrian path. These landscape features are frequently damaged when trucks or cars are parked on them.

To restrict parking, vertical elements like bollards or a split rail fence can be installed. Some examples are presented below.



GUIDANCE FOR 108TH AVENUE SE PROTECTION

1. Install wood bollards at 15 feet o.c. just off edge of travelway.
 - a. Use removable bollards at path intersections and existing driveways/backyard access points.
 - b. Requires 68 bollards total (59 fixed, 9 removable) to cover entire length west side of 108th (only a portion of 108th shown below).
2. Planting small trees at 20–22 feet on center in the bioswales can also deter parking in the vegetation.





TRAFFIC CALMING

Beaux Arts Village has posted speed limits of 10 mph for its non-arterial roads. While visitors tend to drive slowly, villagers familiar with the road network are known to exceed the speed limit. This has caused a number of speed bumps to be laid across more frequented roads, such as SE 29th Street. Villagers who live near these bumps have complained about the noise that cars cause when they slow down and drive over these.

Beaux Arts Village roads have many of the elements used in traffic calming including:

1. Reduced roadway widths.
2. Stop signs.
3. Landscaping.
4. Tight curb radius.

Other elements that do not necessarily fit the town character include:

1. Median islands.
2. Speed catchers.
3. Chicanes.

Several discussions about installing traffic cameras met with resistance. Different types of speed bumps could be explored, such as brightly painted rumble strips or rubberized speed bumps. Rather than extending them in a continuous strip across the road, installing two of reduced width (yet allowing for 14 inches at either ends of a bump or strip for wheels) cause cars to slow down in order to avoid the bumps or rumble strips altogether.

GUIDANCE FOR TRAFFIC CALMING

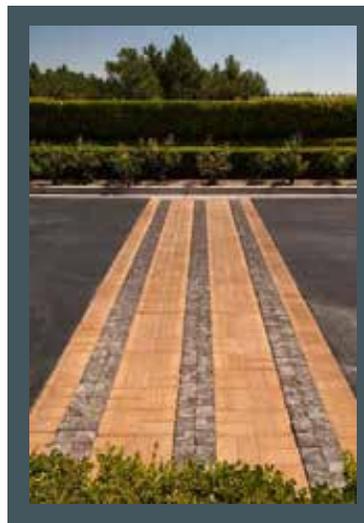
1. As roads are recon-structed, design them with enhanced curves yet straight sightlines.
2. Place reflectors on bollards at entrance to driveways and at street intersections.



MEDIANS CAUSING THE ROADWAY TO MEANDER



CHICANCES WITHIN A STREET



**FAR RIGHT TOP: SPEED HUMP
FAR RIGHT BOTTOM: RUMBLE
STRIP OF REFLECTORS
RIGHT: RUMBLE STRIP OF
STONE PAVERS**

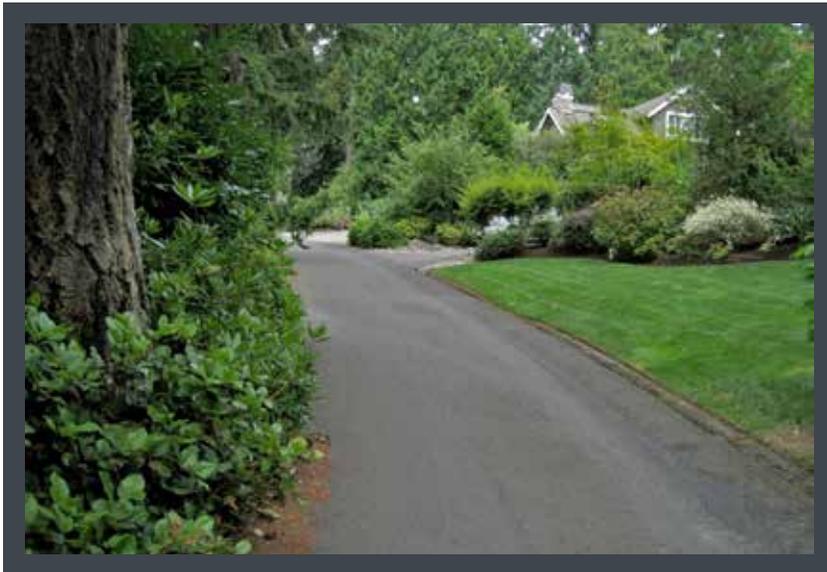


STREET DESIGN AND VEGETATION

Street ROWs in Beaux Arts Village vary from 50–60 feet. However, typically the asphalt roadway is about 11 feet, which is fairly narrow and is the width of one lane on a major road. This is adequate under normal circumstances, but is tight when there are opposing vehicles. Therefore, it is recommended that this width be increased as roadways are reconstructed. In the meantime, tenuous conditions that force this restricted width, such as trees planted within 6 feet of the edge of a roadway, should be eliminated for new trees planted by property owners and as trees deteriorate. Planting trees further back from the roadway should not impact their shading of the roadway or pedestrian paths. Rather this should

improve their lifespan and the conditions of the roadway from reduced upheaval by tree roots.

Areas with low vegetation in the roadside provide better visibility for drivers and pedestrians. Having a range of plant types, textures, and sizes provides visual interest and reflects the natural-looking character of the wooded village, and of native Pacific Northwest plant communities. The few lawns areas in the village R.O.W., lend to roadside character that is less natural-looking. Within the R.O.W. small to medium lawn areas that are interspersed and/or bordered on several sides with more natural-looking planted areas with a variety of plant types and textures is preferred.



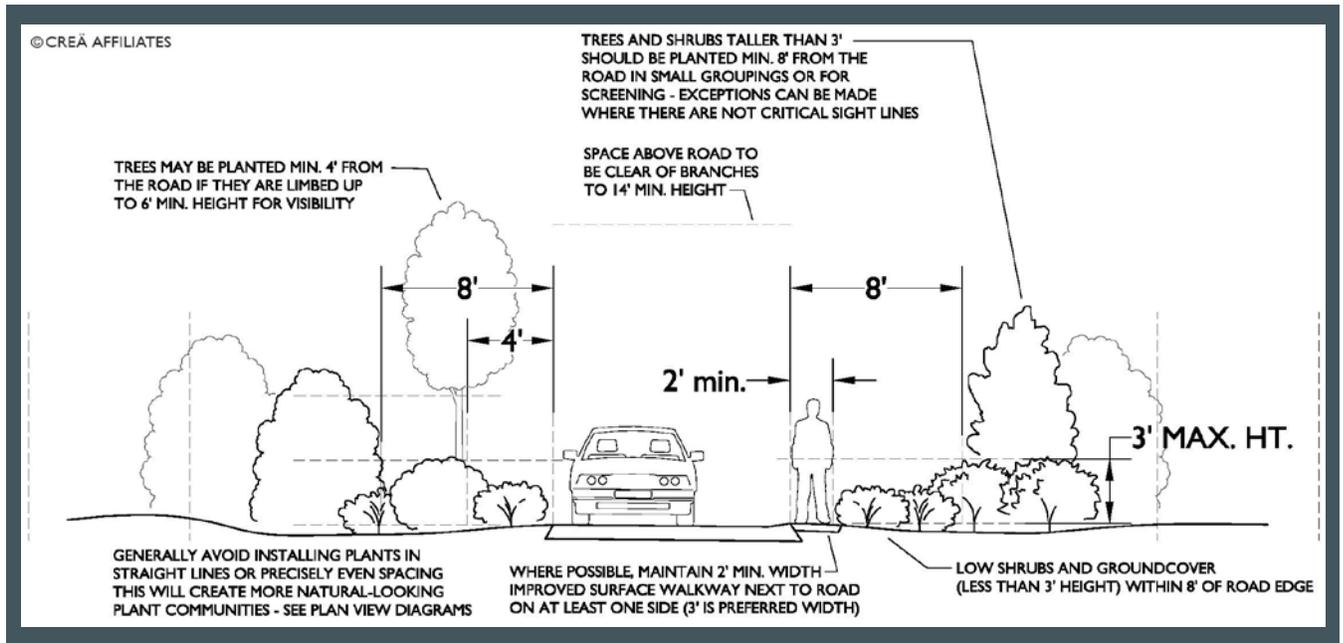
**EXAMPLE OF LOW
VEGETATION AND LAWN
IN THE RIGHT-OF-WAY**

GUIDANCE FOR ROAD RECONSTRUCTION

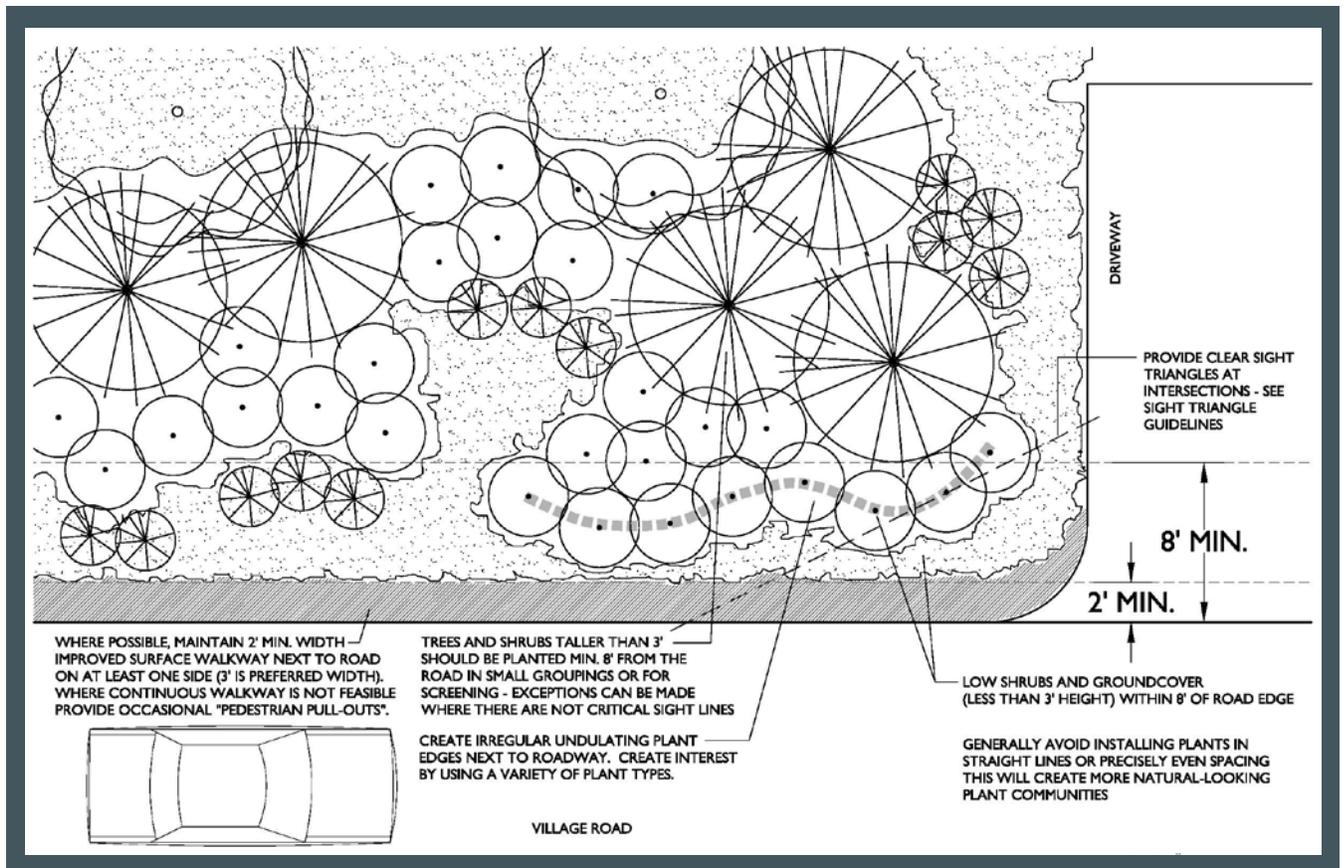
1. When repairing, reconstructing, or realigning any roads within the village, new roads can match the minimal width of the existing roads, but where feasible, the roadways should be widened to at least 14 feet.
2. During any repairs or reconstruction, efforts should be made to improve roadside conditions to provide adequate space for pedestrians adjacent to the roadways. Where possible, a minimum clear space of 24 inches should be provided on at least one side of the road with a firm and stable walking surface.
3. In the roadside, long segments of tall and dense vegetation of more than 20 feet should be avoided because it can limit visibility and create conflict for pedestrians and bicyclists with vehicles.
4. Where possible, provide or maintain shorter segments of tall dense vegetation to add visual interest and variety in the roadside, but maintain adequate clear space on at least one side of the road for pedestrians to safely walk.
5. Future plantings in the roadside should primarily consist of medium height and low vegetation to provide better visibility and comfort for drivers and pedestrians.
6. Avoid installing large expanses of lawn of more than 1000 sq ft. within the public R.O.W. Small to medium lawn areas should be interspersed with more natural-looking planted areas with a variety of plant types and textures.



ROADSIDE PLANTING STRATEGY CROSS SECTION



ROADSIDE PLANTING STRATEGY - PLAN VIEW



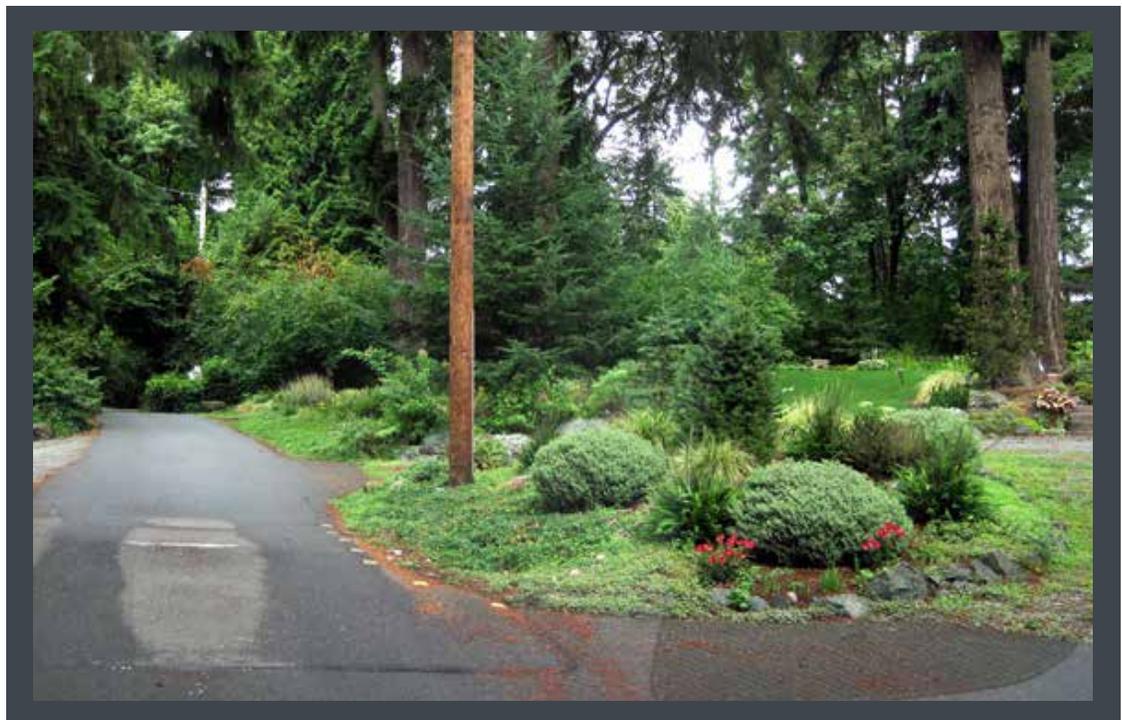


PLANTING GUIDELINES

- Use lower vegetation (<3 feet ht.) within 8 feet of edge of roadway.
- Create irregular, undulating plant edges next to roads.
- Avoid installing plants in straight lines. This will create more natural-looking plant communities.
- Trees and shrubs taller than 3 feet can be planted in small groupings or for screening 8 feet beyond the road edges, ensuring protection of the tree roots of mature trees.
- For an improved walkway, maintain 2 feet minimum width next to one or both sides of the roadway.

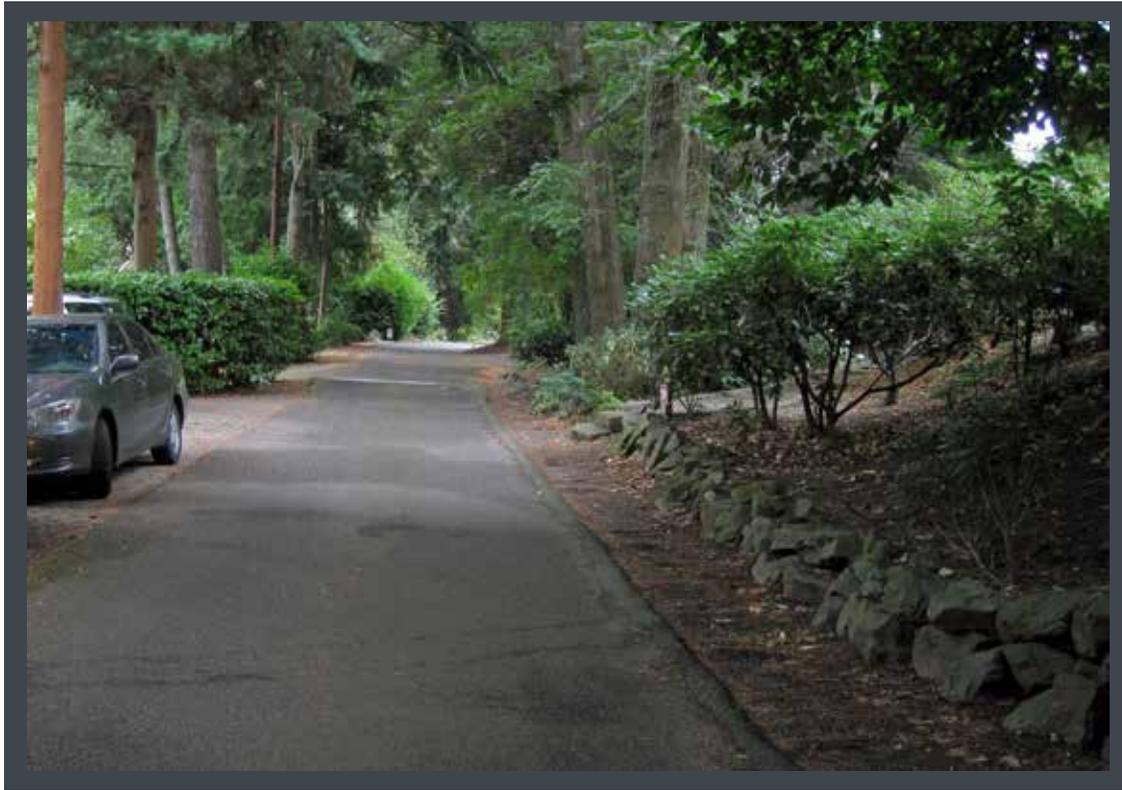


**EXAMPLES OF LOW
VEGETATION BY
ROADWAY**





PEDESTRIAN USE OF STREETS



**UNPAVED
WALKING
SURFACE
NEXT TO
ROADWAY**

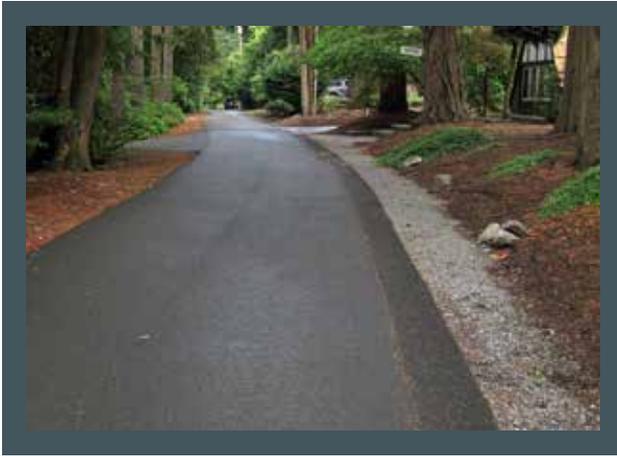
Adjacent to many roads in the village, space is provided for pedestrians to walk safely. Surface conditions range from native soil to varying widths of crushed rock paving to lawn areas.

Native soil visually blends with the landscape, but it can be unstable in varying weather conditions, and tends to get rutted and uneven if driven on.

Crushed rock paving adjacent to the roadway provides a more stable walking surface in all types of weather, and is less likely to develop ruts when driven on.

GUIDANCE FOR PEDESTRIAN PATHS

1. Space for walking adjacent to the roadways should be provided on at least one side of roads for pedestrian safety.
 - a. Where feasible, a 36 inch or wider path is optimal.
 - b. If only 18 or 24 inches is available in the roadside, it is enough to provide some degree of safety.
2. A stable walkable surface such as compacted crushed rock is preferable to native soil since it provides a more stable walking surface in all types of weather, and is less likely to develop ruts when driven on.
3. Coarse mulch is also preferable to native soil, but breaks down fairly rapidly and requires frequent maintenance and annual replenishment.
4. Walking paths should be contiguous for entire blocks where feasible. Where obstructions exist such as trees or utility poles consider removing or relocating them or routing the walkway away from the roadway closer to the adjacent private property.
5. Where continuous path is not feasible, provide intermittent pedestrian "pull-outs" spaced no more than 30 feet apart. Suggested minimum size is 2 feet wide and 5 feet in length.
6. Where a path is interrupted by a parking space, highlight the width of the walking path within the parking space through the use of color, texture or contrasting material.
7. Additional opportunities for routing walking paths farther away from the roadway should be investigated where feasible.



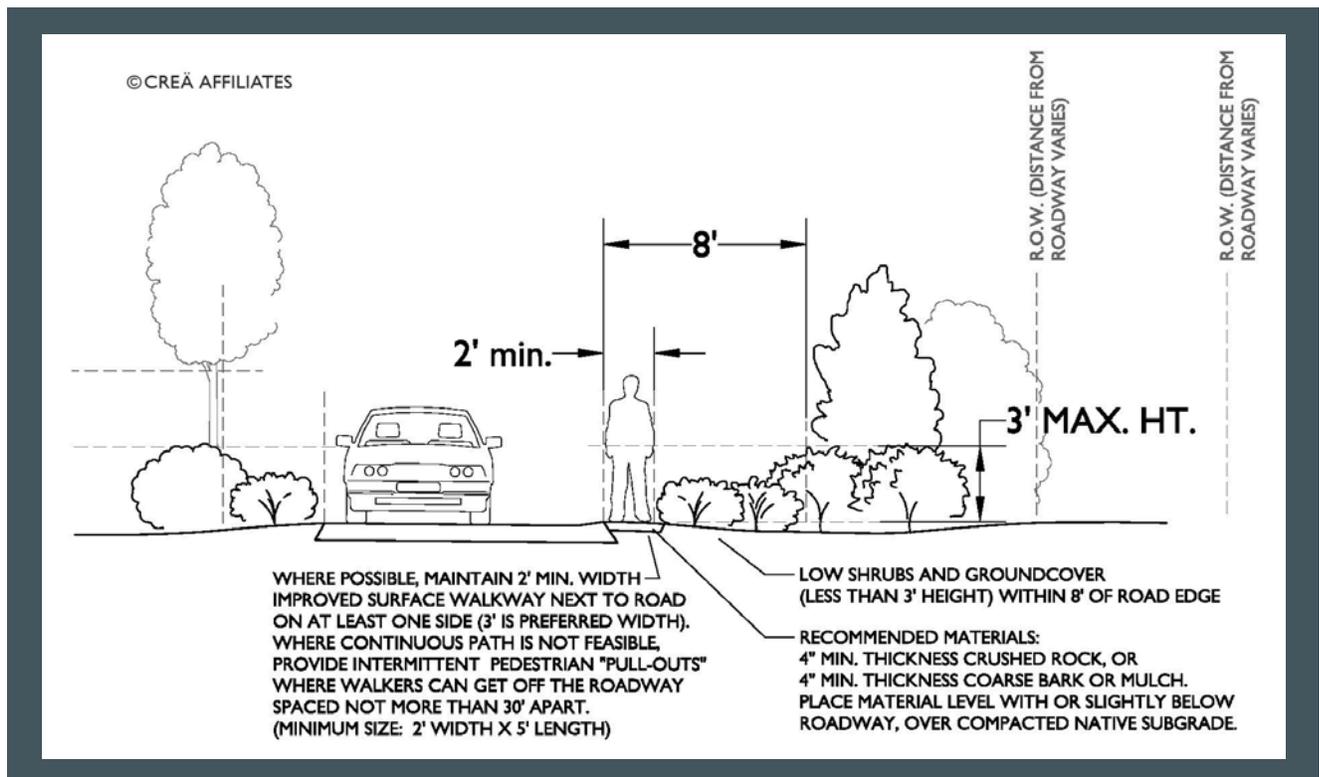
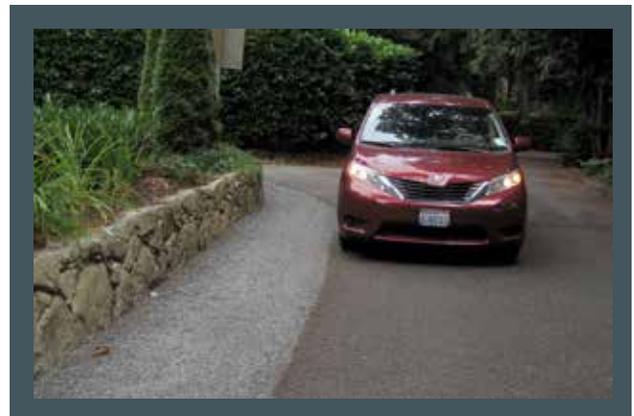
EXAMPLE OF MINIMAL (18–24 INCHES) CRUSHED ROCK WALKING SURFACE



EXAMPLE OF MODERATE WIDTH CRUSHED ROCK WALKING SURFACE NEXT TO ROADWAY

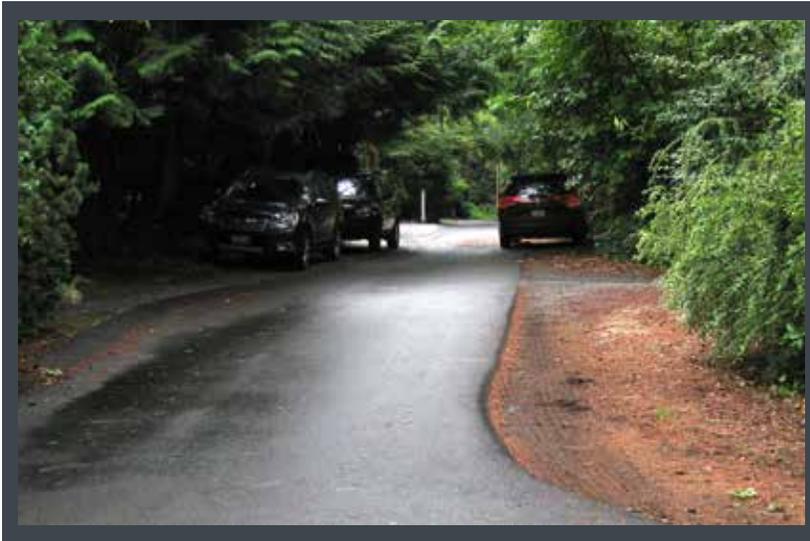
RIGHT: EXAMPLE OF MODERATE (36 INCHES) WIDTH CRUSHED ROCK WALKING SURFACE WITH STONE WALL

BOTTOM: ILLUSTRATION OF (36 INCHES) WIDTH CRUSHED ROCK WALKING SURFACE





PARKING



EXAMPLE OF INFORMAL UNPAVED PARKING AREA IN RIGHT-OF-WAY

GRASS-CRETE PARKING SPACE



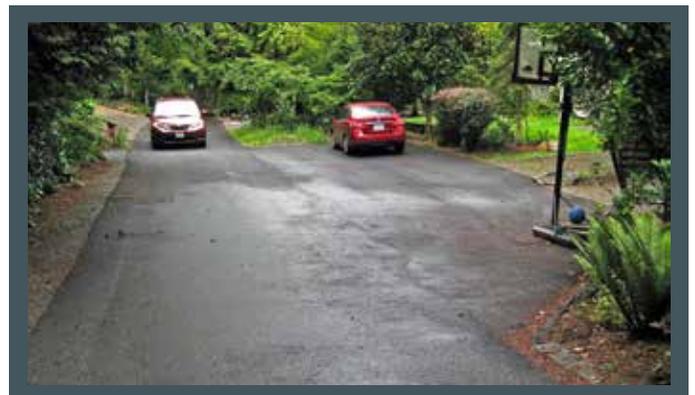
Throughout the village there are spaces adjacent to the roadways that are sometimes used for parking. Most of the spaces are large enough for one or two cars, while some can accommodate up to four or five. Surface conditions vary from unpaved native soil, crushed rock, asphalt to concrete. One parking area incorporates “grass-crete” blocks that provide a concrete grid structure, can withstand vehicle traffic, and allows grass or other plant material to grow within the surface, as well.

As shown in Appendix II, the availability, quality, and size of on-street parking spaces are fairly ad-hoc and somewhat incongruent. While some areas of town are well served by additional parking for guests, delivery trucks, and visitors, other parts are seriously deficient. This becomes a serious issue during ice or snowstorms when properties down slope are required to park up hill and walk home. Many parking spots are difficult to monitor since they are not visible from inside. This creates situations where there are incidents of illegal long-term parking in these spaces.

While native soil visually blends with the landscape, it can be unstable in varying weather conditions and tends to get rutted and un-even when driven on. Also, unless maintained, plants can germinate or spread into the soil. This can result in the space looking like it is not really intended for parking.

Parking areas paved with crushed rock tend to be more stable than native soil in varying weather conditions, and are generally easy to maintain if adequate compacted subgrade has been provided, and if there is a sufficient depth of the crushed rock material. Areas paved with crushed rock are generally easier to maintain than non-paved areas. The crushed rock material blends well with native vegetation.

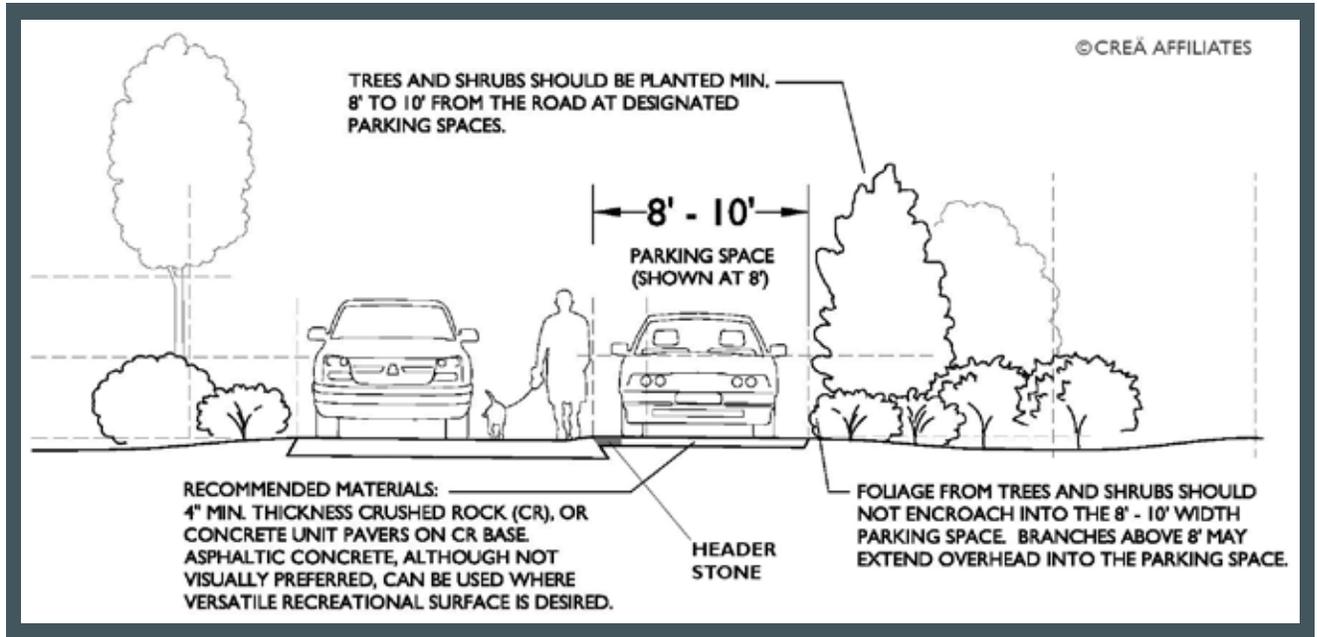
Segments of roadway that have asphalt paved parking areas next to them contrast greatly with the visual quality and scale of the modest one-lane asphalt roads rest of the village. Parking areas paved with asphalt are, however, relatively maintenance free, and provide space for activities that might not be suitable for a crushed rock surface, such as basketball or roller skating.



EXAMPLE OF PARKING IN R.O.W. WITH ASPHALT PAVING

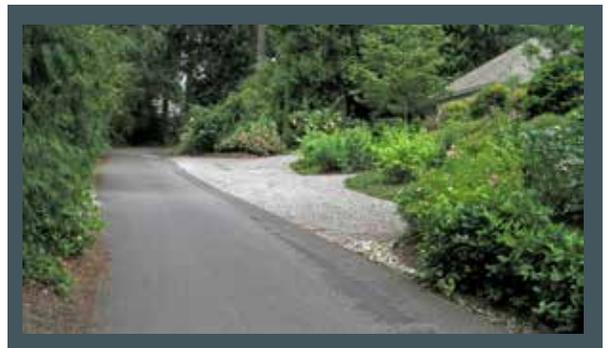


PARKING AREA GUIDELINES ALONG VILLAGE ROADS

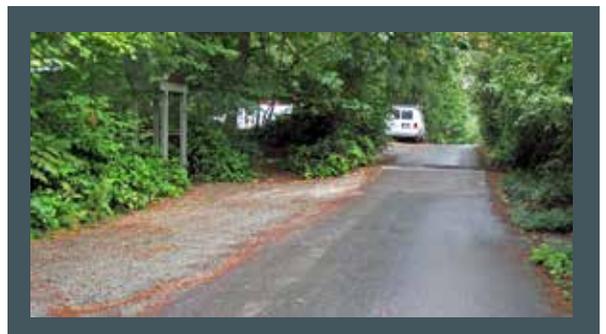


ON STREET PARKING SPACE DESIGN GUIDANCE

1. Provide 8 to 10 feet clear area next to road around 19 feet long.
2. Ensure that two on-street parking spaces are available every 200–300 feet but no closer than 50 feet from the nearest space.
3. Recommended materials are 4 inch compacted crushed rock or concrete unit pavers.
 - a. The finished surface of the crushed rock should be even at or slightly below the surface of the asphalt roadway to minimize scattering rocks onto the roadway.
 - b. Installing a header or border to define the edge of an area paved with crushed rock can provide a more formal but still natural-looking character that usually reduces maintenance (see figure).
4. Asphalt is not visually preferable, but may be used where versatile recreational surface is desired.
 - a. A concrete edge at the end of the roadway can help break down the visual expanse of an asphalt parking space.
 - b. Using a solid paved surface other than asphalt, such as concrete, colored concrete, or pavers adjacent to the roadway, can provide a similar solid and maintenance free surface without emphasizing the presence of the asphalt road.



EXAMPLE OF INFORMAL PARKING AREA IN R.O.W WITH CRUSHED ROCK PAVING.



EXAMPLE OF MORE FORMAL PARKING AREA IN R.O.W WITH CRUSHED ROCK PAVING.

With limited budget to set up monitoring systems for parking, the Town can explore the use of cost effective signs in each space that allocate the space to the neighboring house and warn that parking after 10pm will be reported. This puts the onus of regulating these spaces on the property owner. Neighbors can request use of the space through advanced notice to the property resident managing the space.



PATHS

Aside from opportunities for pedestrians next to the roadways in the village, several R.O.W.s provide a quiet space for walking and jogging. The special quality of these trails comes from their natural-looking setting and their meander-ing quality. The vegetation in these areas ranges from dense and close to the trail to more open understory beneath tall tree canopies.

These public spaces are a critical part of the walking infrastructure and experience in the Town. Regular maintenance and pruning can ensure that these areas are safe for walking. Those that are not used for walking should be maintained as well, though perhaps less frequently to remove invasive species and keep shrubs low.

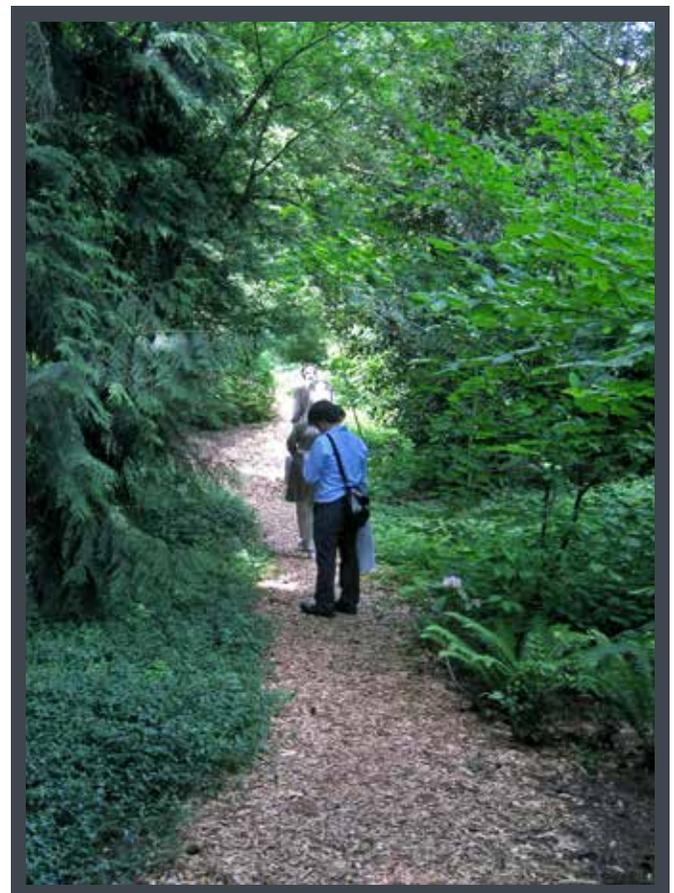
WALKING PATHS

The trail between SE 28th Place and SE 29th Street was improved through a community driven effort. The pleasing results are indicative of how these spaces and trails can be made safe and comfortable through weeding, removal of inva-sive species, mulching, and strategic planting of new vegetation as well as the relocation of trees where necessary.

EXISTING TRAIL CONNECTING SE 29TH STREET TO SE 28TH PLAECE



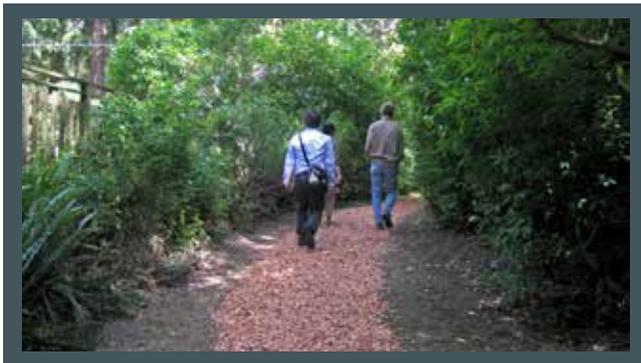
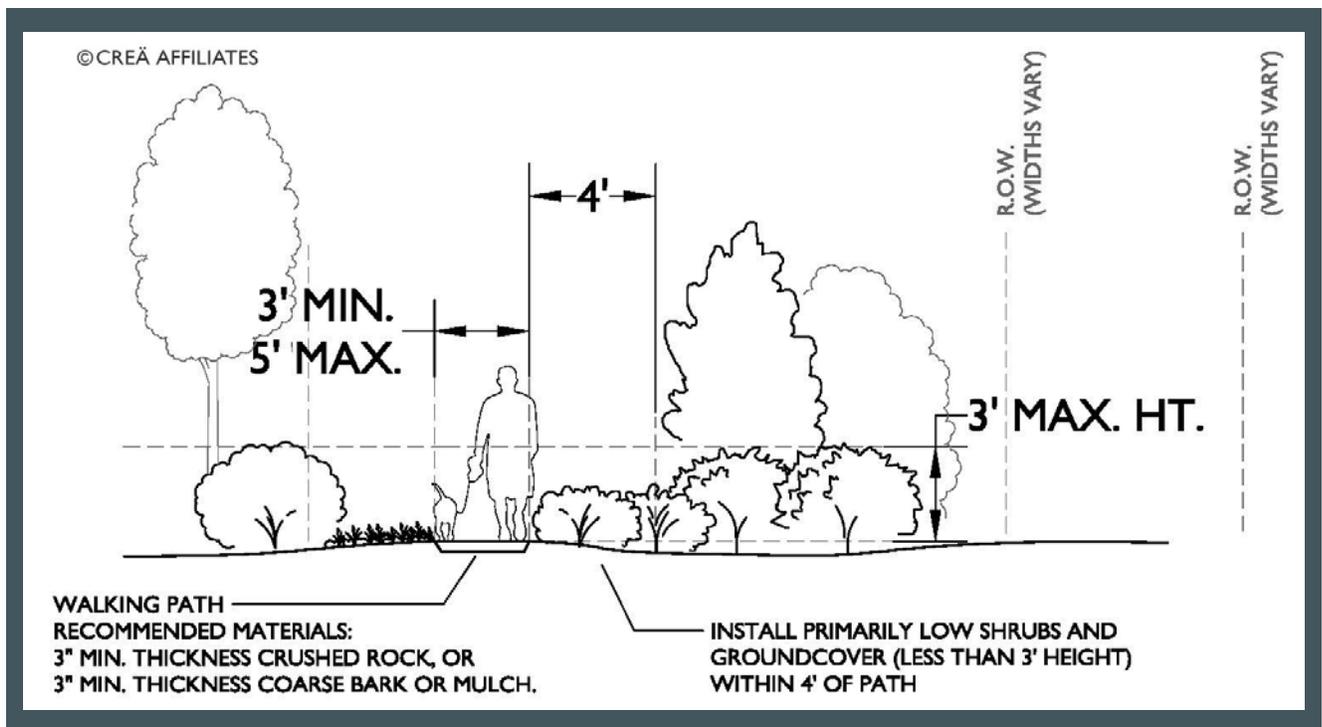
PARTIALLY IMPROVED TRAIL



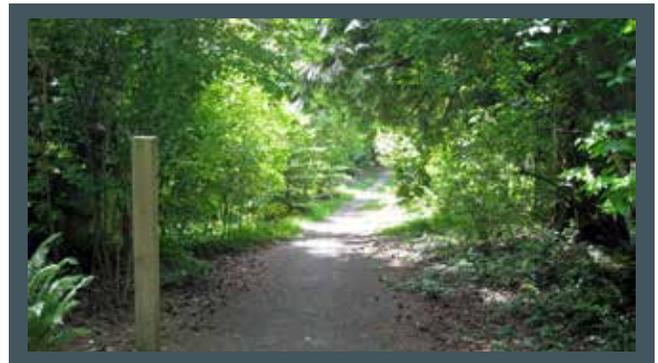


GUIDANCE FOR WALKING PATHS

1. Install primarily low shrubs and groundcover (less than 3 feet in height) within 4 feet of paths.
2. Recommended path materials are 3 inches min. compacted crushed rock or 3 inches min. coarse bark or mulch.
3. Minimize the visibility of gateways.
4. Meander paths to add visual interest.
5. Clear or thin areas where large expanses of dense thickets close in on the pathway to create a series of "landscape rooms".
6. Some segments of the trails are fairly straight, and could be modified to match the meandering character of the majority of the trails, adding visual interest.
7. Where the trails intersect with roadways, the trail entrances should be planted to obscure them from the adjacent roadways or parking areas.



EXISTING TRAIL AND TRAIL BETWEEN SE 106TH AVE AND 107TH AVE SE WITH MORE OPEN SEGMENTS



EXISTING DIAGONAL TRAIL BETWEEN SE 29TH ST. AND 107TH AVE SE, WITH A RANGE OF LIGHT QUALITIES



ANGLED WALKING PATH

There is community and Council interest in clearing and enhancing the angled path that connects SE 29th Street to SE 28th Street. Currently, the area is fairly overgrown. Newly planted trees create shade for some of the neighboring properties.

After several visits to the site, the recommendations are illustrated in the drawing below.



GUIDANCE FOR ANGLED WALKING PATH IMPROVEMENTS

1. Lay out a meandering path through the area.
2. Determine areas where the thicket can be cleared or cut back to create "rooms."
3. Plant natives by thicket to stabilize the ground in the clearing.
4. Relocate tree contributing to shade to another location in the Town.
5. Consider installing one or two small weather resistant benches in the "rooms."
6. Clear the shrub from the south entry.
7. If desired, resurface the ground with crushed rock for short-term parking. Place a sign that indicates the time limit for parking, if the neighboring property owners are willing to monitor the spaces.
8. Consider installing lighted bollards or low level lighting to provide motion sensitive lighting along the walkway.

GREEN RIGHTS-OF-WAY

There are several public rights of way that are not cleared for walking, lounging or otherwise using. They appear to be a part of the residential property next to it. Until an active use is found for these sites, they should be designed to discourage their use and be of low maintenance.

1. Preserve green ROW's as they are.
2. Where enhancements or new plants need to be added, use drought-tolerant easy to establish native plants (listed in the suggested plant palette.)
3. Remove any invasive species such as English Ivy or Blackberry.
4. Ensure that their edge along a road is densely planted to discourage their penetration by vandals.



GATEWAYS & LIGHTING

TOWN SQUARES

The original plan for Beaux Arts Village included a community gathering place in the middle of the village. While this was never realized, in many ways SE 28th Street could function as this gathering place or central spine. At its western end is the 4-way intersection with 104th Avenue SE and SE 28th Place. On the east, the urban nature gives way to a pedestrian path by 106th Avenue SE. These two areas also host the mailboxes for properties nearby as well as signs with the names

of property owners. These could be redesigned for improved mail box stands with broader overhangs for weather protection and perhaps a bench or two allowance for occasional conversation and interaction between neighbors.

It was suggested that the eastern end perhaps included whimsical features to celebrate its importance. Ideas included a small bell tower, benches, historic markers and other modest design features into an unique community space.

GUIDANCE FOR TOWN SQUARE DESIGNS

1. Explore options for installing new mailboxes that are designed with larger overhangs, motion sensitive LED lights, and a weather protected community board on which to post community news.
2. Work closely with Villagers to develop more detailed designs for the Town Squares.
3. Develop options for remodeling and reusing the Water Tower structure.





WATER TOWER PARK REDESIGN

There is also interest in developing the water tower structure and surrounding grounds into a small gathering place as an alternative to the beach. Ideas included the Town Hall, a museum, or a community center, among others. The grounds could be cleared and developed minimally to allow for grass games and occasional picnicking.



WATER TOWER COMMUNITY GATHERING AREA CONCEPT





TOWN ENTRY AND SIGNS

The entry to Beaux Arts Village from 108th Avenue SE is a minimal two-way road with a width of 18 to 20 feet. The entry segment provides a transition zone, helping drivers to gradually adjust to the more narrow roadways within the village.

The other two entries lie on 104th and 105th Avenue SE where they intersect with SE 27th Street and SE 29th Street respectively. Entry markers are typically a white board cut to the shape of the town's logo with a notice to drive slowly. Over time, as new street lights are installed, this welcome sign could be mounted on the entry streetlight. In accordance with workshop attendees' desire to downplay the Town's presence, the white board could be replaced with a similar bronze plaque.

At these entries and at minor intersections property owner last names are listed in a vertical series of horizontal plaques. As streetlights are installed, to reduce visual clutter and make sure that these are lit at night, the name plaques can be installed on the light poles.

The lettering in green can be replaced with a color that matches the color of the pole.

GUIDANCE FOR SIGNAGE

1. Develop a palette of colors, materials and fonts to establish a degree of consistency in the signage in the Village
2. Reduce the number of poles by aggregating street signs, village welcome signs and property owner plaques onto a single light pole.
3. Require that street signs be well illuminated and legible at night.
4. Consider using the style for the historic marker as prototype for major signs in the Town.
5. Evaluate the interest and source of funding to develop a system of interpretive signs throughout the Village.



**WELL-DESIGNED
HISTORIC
MARKERS CAN BE
REPLICATED FOR
ENTRY SIGNS INTO
THE VILLAGE**





STREET LIGHTING

Lighting in the village is limited to bright tall overhead streetlights mounted on wooden poles. Their locations are indicated in Appendix III. This shows large extent of roadway that is not illuminated. These stretches can be fairly dark at night and contrast heavily with the bright spots underneath the lights making walking or driving at night an uncomfortable experience.

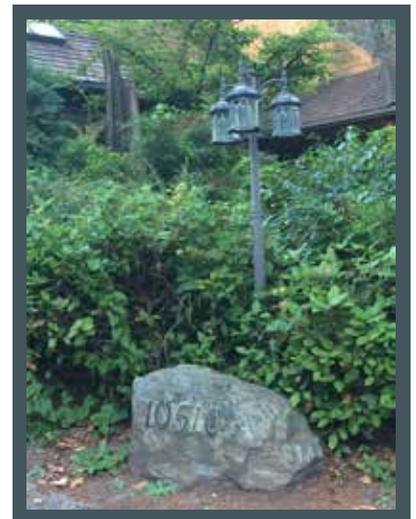
A general consensus seemed to emerge through this planning process for a more continuous yet low-level lighting throughout the town. This is best provided through fixtures that are lower and placed closer to each other. While this can be significantly more expensive than the current lighting design, if the light poles also serve the purpose of replacing street signs at intersections, they provide the dual function of signage, as well as lighting.

Street lighting can spill over into neighboring buildings unless the light shade and reflectors are designed for cut offs that keep the light onto the roadway surface and adjacent pedestrian space if any.

House numbers are not illuminated at night. However, there seems to be a preference to put the house numbers in metal on stone or wood and to use uplights to illuminate the signs. This and a few alternatives could be established as examples for homes to ensure their entries and addresses are visible at night.

GUIDANCE FOR STREET LIGHTING

1. Light fixtures should match in color and style that best reflects the character of Beaux Arts Village.
2. Host workshops with villagers to shortlist a style that elicits the greatest support.
3. Ensure that the poles have brackets for one or two street signs that clear at least 9 feet from the ground.
4. Make sure that property owner names can be hung on the pole either from the Village Welcome sign or attached directly to the pole.
5. The spacing of lights should be calculated to ensure continuous low-level lighting in the public right of way.
6. Lamps should have cutoffs that minimize light spill into private property and maximize the length of roadway that is illuminated. Lamps should also illuminate street signs.
7. Work with lighting representative to obtain a particular lighting level (1/2 footcandle per square foot, for example) and identify a 'baseline' for light spacing, such as 150 feet on center to achieve 1/2 footcandle per square foot.
8. Lamps should be connected to photo sensors causing them to turn on and off automatically based on ambient light levels. They could also be connected to motion detectors to turn on only when motion is sensed nearby.
9. Streetlights should be placed on the north and east sides of the streets.
10. They could be placed on the opposite side of the street to give priority to lighting the pedestrian path.
11. There should be two lights within 5 feet of a road edge at appropriate corners of a major intersection.
12. Develop standards for installing the pole, including typical foundation and landscaping details.
13. Specify landscaping clearance standards around the fixtures to maximize lighting emitted.
14. Based on budget, determine whether the placement of new lighting fixtures can be implemented for the Town in one installment or would need to be phased.
15. Prioritize streets that have been identified for pedestrian use.



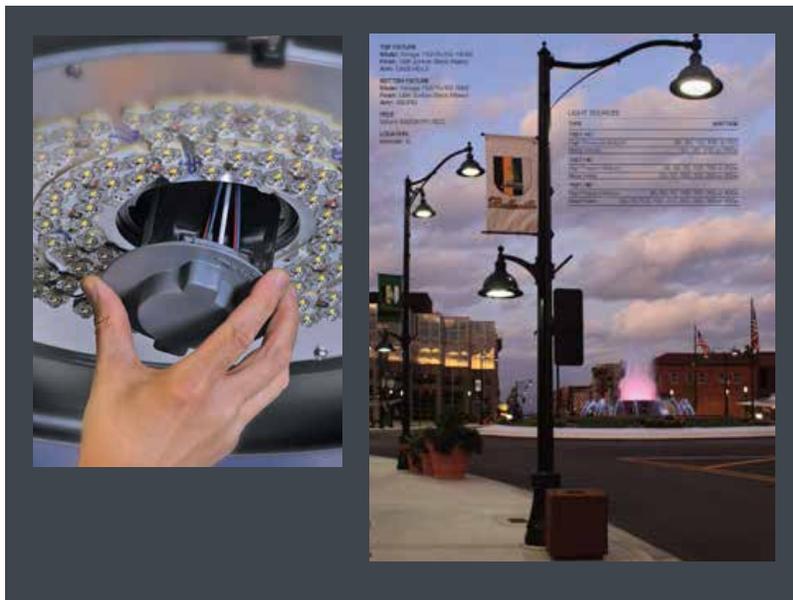


STREET LIGHT PATTERN OPTIONS

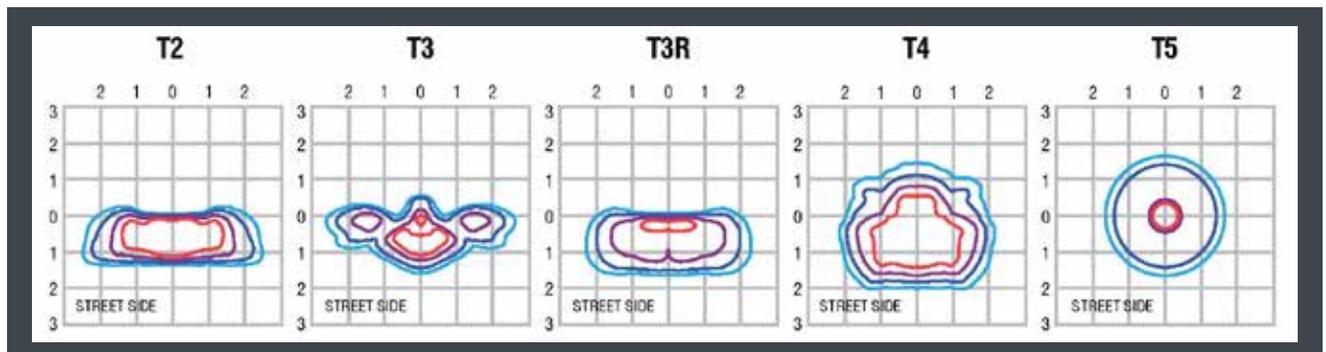
LED LIGHT DETAIL AND FIXTURE PAINT COLORS



STREETLIGHT OPTIONS BY STERNBERG LIGHTING



ISO FOOTCANDLE PLOTS





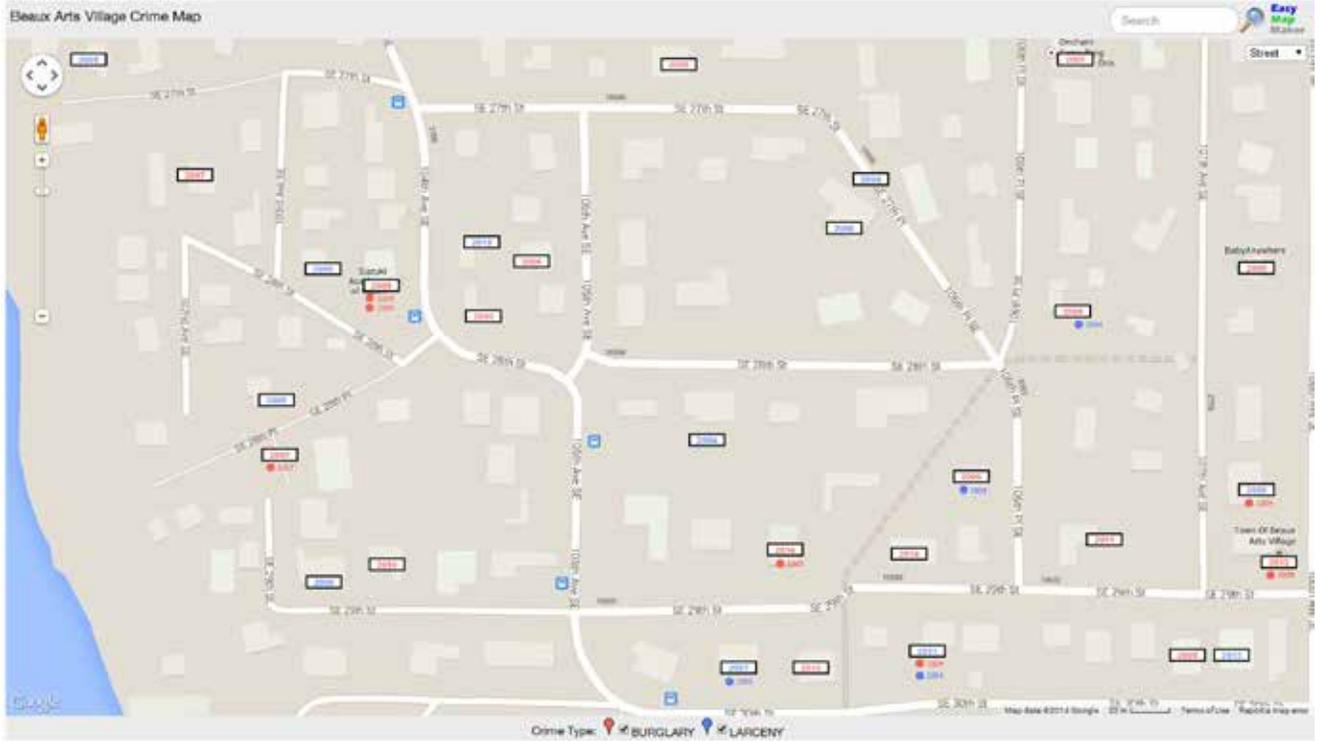
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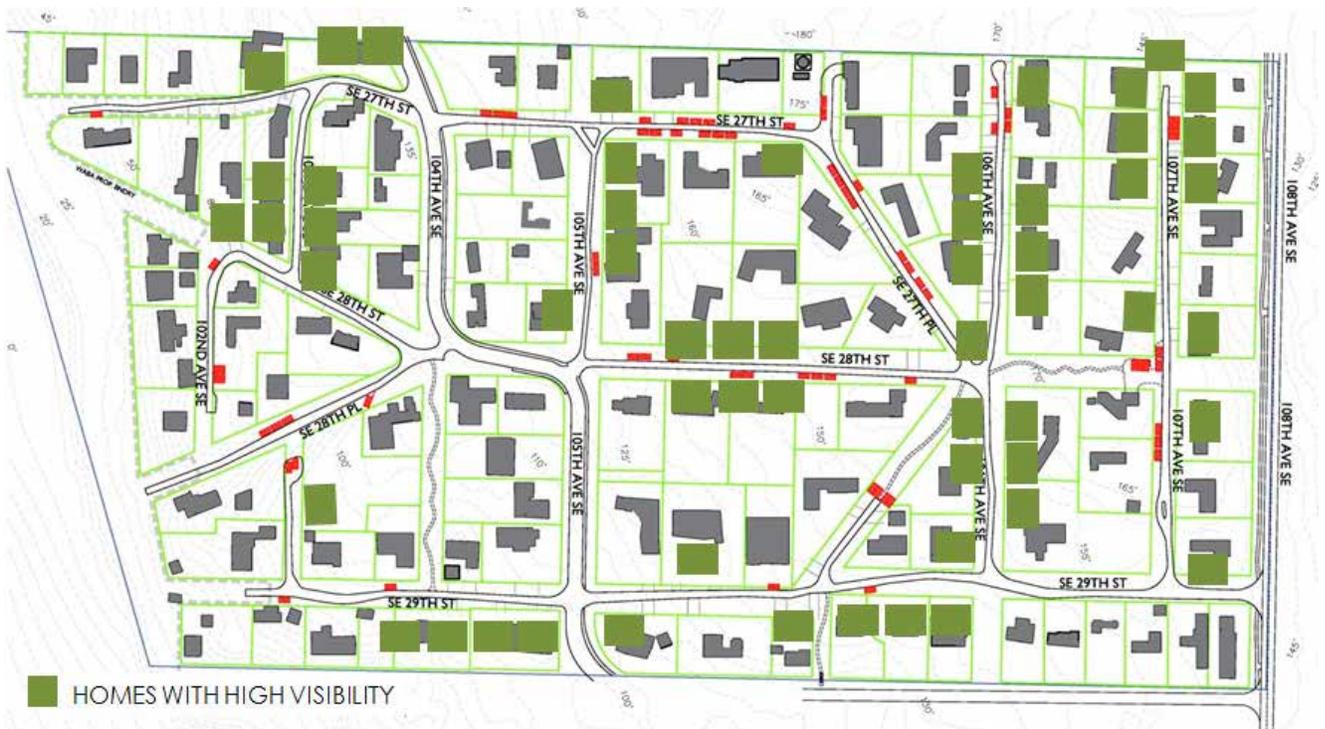
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APPENDIX A



APPENDIX B



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SUGGESTED PLANT PALETTE - LIST OF NATIVE PLANTS

It is recommended that plants used in the R.O.W. should be mostly low growing ground covers and shrubs that reach a mature height of 3' or less to allow good visibility and provide an open landscape character. Taller plants should be used to add interest and as accents in places where critical site lines are not blocked and where they add diversity to the roadside, but they should not be planted in large groups or masses. Taller plants (higher than 3' at mature height) should not block visibility where driveways or paths intersect village roads, and they should not block or encroach on walkways adjacent to the roads.

Northwest native plants in the list below are mostly drought-tolerant when planted in their natural range of sun exposure and soil moisture environments. Species listed have moderate to high local availability, and all are rated as easy or moderately easy to establish (Plant selections obtained from the following sources: King County Native Plant Guide; the PlantNative.com website; and the Sunset Western Garden Book).

SUGGESTED PLANT LIST

Key:

SUN EXPOSURE	SOIL MOISTURE
F = Full Sun	W = Wet
P = Part Sun	A = Average
S = Shade	D = Dry

LOW – GROUNDCOVER & SHRUBS

COMMON NAME	BOTANICAL NAME	SUN EXP.	SOIL MOISTURE	HEIGHT RANGE
Oxalis/Wood Sorrel	<i>oxalis oregana</i>	P-S	D-W	6"
Spreading Stonecrop	<i>sedum divergens</i>	F	D-A	6"
Twinflower	<i>Linnea borealis</i>	P-S	D-W	6"
Wild Ginger	<i>as arum caudatum</i>	P-S	A-W	6"
Wild Strawberry	<i>fragaria virginiana</i>	P-S	D-W	6"
Beach Strawberry	<i>fragaria chiloensis</i>	F-P	D-A	12"
Bunchberry/Dwarf Dogwood	<i>cornus canadensis</i>	F-P	A-W	12"
Creeping Mahonia	<i>mahonia repens</i>	P-S	D-A	12"
Kinnikinnick	<i>arctostaphylos uva-ursi</i>	F-P	A	12"
Thrift/Sea Pink	<i>armeria maritime</i>	F-A	D-W	12"
Vanilla Leaf	<i>Achlys triphylla</i>	P-S	D-W	12"
Woodland Strawberry	<i>fragaria vesca</i>	P-S	D-W	12"
Bleeding Heart	<i>dicentra formosa</i>	P-S	D-W	18"
Creeping Oregon Grape	<i>mahonia nervosa</i>	F-S	D-W	2'
Deer fern	<i>blechnum spicant</i>	P-S	D-W	2'
Pearly everlasting	<i>anaphalis margaritacea</i>	F-P	D-W	2'
Small Flowered Alumroot	<i>heuchera micrantha</i>	P-S	D-W	2'
Tufted hairgrass	<i>deschapsia cespitosa</i>	F-P	D-W	2'



COMMON NAME	BOTANICAL NAME	SUN EXP.	SOIL MOISTURE	HEIGHT RANGE
Western Columbine	aquilegia formosa	F-P	A	2'
Low Oregon Grape	mahonia nervosa	P-S	D-W	2'-3'
Farewell-to-Spring	clarkia amoena	F-P	D-W	3'
Idaho Fescue	festuca idahoensis	F-P	D-W	3'
Salal	gaultheria shallon	P-S	D-A	3'
Sword Fern	polystichum munitum	P-S	D-W	3'

MEDIUM HEIGHT SHRUBS (TALLER THAN 4')

COMMON NAME	BOTANICAL NAME	SUN EXP.	SOIL MOISTURE	HEIGHT RANGE
Bald Hip Rose	rosa gymnocarpa	F-P	D-A	4'
Snowberry	symphoricarpos albus	F-S	D-W	5'
Evergreen Huckleberry	vaccinium ovatum	P-S	D-W	6'
Red-Flowering Currant	ribes sanguineum	F-P	D-A	6'
Tall Oregon Grape	mahonia aquifolium	F-P	D-W	8'
Thimbleberry	rubus parviflorus	F-S	D-W	8'
Mock Orange	philadelphus lewisii	F-P	D-A	9'
Nootka rose	rosa nutkana	F-P	A-W	10'
Red Huckleberry	vaccinium parvifolium	P-S	D-W	10'
Salmonberry	rubus spectabilis	F-S	A-W	10'
Western Spiraea	spiraea douglasii	F-P	A-W	12'
Pacific Ninebark	physocarpus capitatus	F-S	A-W	12'
Oceanspray	holodiscus discolor	F-S	D-W	
Pacific Wax Myrtle	myrica californica	F-P	D-A	15'
Red Elderberry	sambucuss racemosa	F-S	D-A	15'
Red-Osier Dogwood	cornus sericea	F-S	A-W	15'
Serviceberry	amelanchier alnifolia	F-S	D-A	15'

TREES

COMMON NAME	BOTANICAL NAME	SUN EXP.	SOIL MOISTURE	HEIGHT RANGE
Vine Maple	acer circinatum	P-S	D-A	25'
Bitter Cherry	prunus emarginata	P-S	D-A	30'
Cascara	rhamnus purshiana	F-S	D-W	30'
Pacific crabapple	malus fusca	F-P	A-W	40'
Pacific Dogwood	cornus nuttallii	P	D-A	60'
Oregon Ash	fraxinux latifolia	F-P	A-W	70'
Western Red Cedar	thuja plicata	P-S	A-W	150'
Western Hemlock	tsuga heterophylla	P-S	A-W	150'
Douglas Fir	pseudotsuga menziesii	F-P	D-A	200'



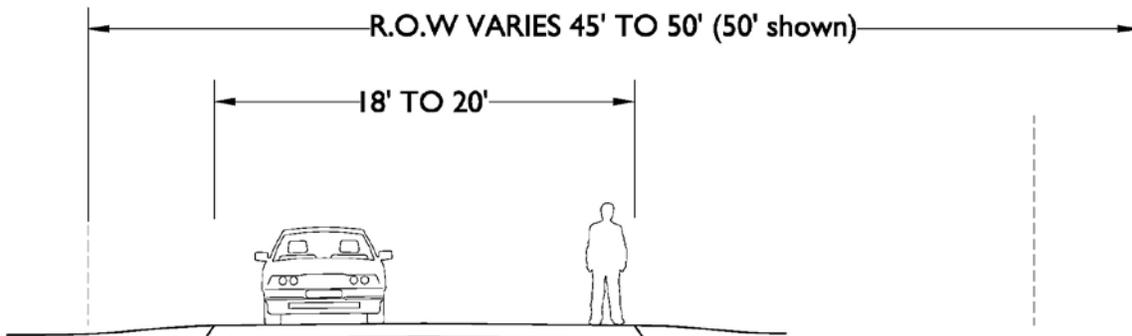
APPENDIX D

ROADWAY CROSS-SECTIONS

WIDE ROADWAY CROSS-SECTION AT 29TH STREET SE AND 108TH AVENUE SE



18 FEET ROADWAY AT MAIN ENTRY





MINIMUM ROADWAY CROSS-SECTION



10'-12' ROADWAY CROSS-SECTION — SE 27TH STREET LOOKING EAST

Aside from the entry segment on SE 29th Street, the majority of the road network in Beaux Arts Village consists of 10 to 12 feet wide one-lane asphalt paved roads.

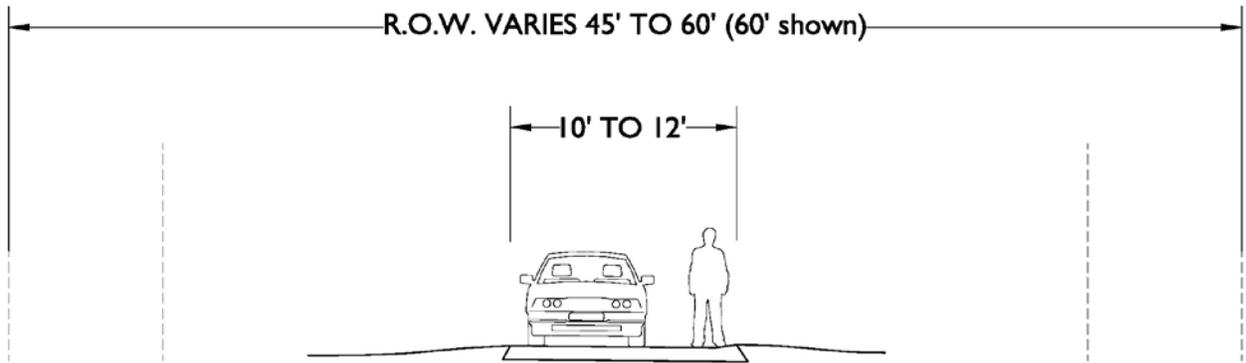


ROADWAY CROSS-SECTIONS

MINIMUM ROADWAY CROSS-SECTION



ANOTHER EXAMPLE OF THE 10 –11 FEET ROADWAY CROSS-SECTION: 107TH AVE SE LOOKING NORTH



10-12 FEET ROADWAY CROSS-SECTION



ROADSIDE CONDITIONS - PLANTED

TALL AND DENSE VEGETATION ADJACENT TO ROADWAY



EXAMPLE OF TALL AND DENSE VEGETATION IN THE ROADSIDE

There is a variety of planted roadside types throughout the village, from tightly planted on both sides with tall, dense vegetation, to more open roadsides with low groundcover or lawn on one or both sides. While the densely vegetated roadsides provide the wooded character of the village, areas where the vegetation is lower and/or held back away from the road provides more visibility for drivers as well as space for pedestrians and bicyclist who may need to get off the roadway when vehicles are present.

- Tall and dense vegetation contributes to the wooded character and charm of the village.
- It can also limit visibility and create difficult situations for pedestrians and bicyclists.
- When present for short segments, taller dense vegetation can provide visual interest and variety in the roadside character. Longer segments of tall and dense vegetation can make drivers and pedestrians feel unsafe.
- Taller plants should be used to add interest and as accents in places where critical site lines are not blocked and where they add diversity to the roadside, but they should not be planted in large groups or masses. Taller plants should not block visibility at driveways or paths.



ROADSIDE CONDITIONS - PLANTED

MODERATE HEIGHT AND LOW VEGETATION ADJACENT TO ROADWAY (APPROX. 2' TO 4' HEIGHT)



EXAMPLE OF MODERATE HEIGHT AND LOW VEGETATION IN THE ROADSIDE



LOW VEGETATION AND LAWN ADJACENT TO ROADWAY (2 FEET OR LESS IN HEIGHT)



EXAMPLE OF LOW VEGETATION IN THE ROADSIDE



APPENDIX E

