



City of Bellingham

NORTH STATE STREET DESIGN CONCEPT

Prepared by:

SvR Design Company
MAKERS Architecture & Urban Design

August 2015



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City of Bellingham

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1300 Block North State Street, by Terry Brooks



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DESIGN CONCEPT view of North State Street, Holly to Chestnut Streets

INTRODUCTION

This report describes a cohesive vision for North State Street, between York Street and the roundabout at Wharf Street, to guide future capital improvements projects that collectively will improve connectivity and safety, commercial vibrancy, social activity and identity of place through the length of the nine-block corridor.

In 2012, the City of Bellingham Planning & Community Development and Public Works Departments began to consider changing parking on the southeast side of North State Street from parallel to angled, in order to provide more parking and/or wider sidewalk areas along the corridor. Subsequent improvements to the street have been designed to accommodate these changes, and in 2014, the City began developing a street design concept for nine blocks of North State Street between York & Wharf Streets. Prompted by policies developed in the *Downtown Bellingham Plan*, the street design concept builds on information in the *2012 Bellingham Pedestrian Master Plan* and *2014 Bike Master Plans*, and should be used in coordination with the *City Center Street Design Standards*.

The primary goal of the North State Street design concept is to provide a cohesive approach to improving the corridor and to guide future capital improvements in the right-of-way so that incremental projects by both private parties and the City can result in an active and usable public realm that fits each particular location. A secondary goal is to enhance and strengthen a sense of place on each block, transforming North State Street into a more vibrant and appealing downtown street that has a series of outstanding destinations.

Project Scope

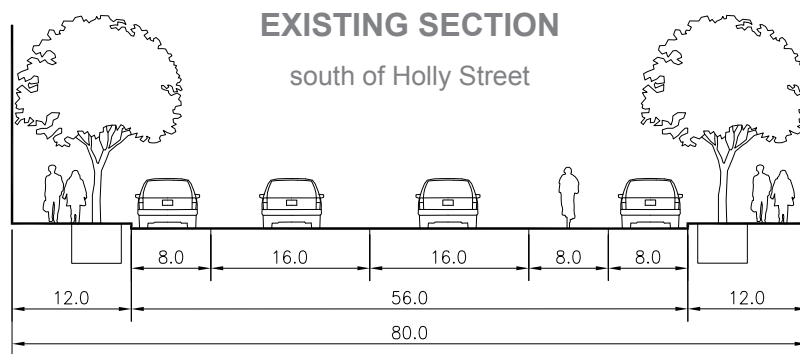
The North State Street design concept is limited to the physical configuration of the street and sidewalk and does not include recommendations for street lighting, furniture, paving and other streetscape design elements. These elements can be added in the future, as called out in the *Bellingham City Center Street Design Standards*.

Current Conditions

North State Street is a one-way street with two lanes of traffic traveling north to south, and serves many functions. Classified as a Principal Urban Arterial, it serves as a major corridor transecting the eastern portion of downtown Bellingham, and is a route for trucks and the Whatcom Transit Authority (WTA) high-frequency “GO” Line. Currently it has parallel parking on both sides of the street and a striped bike lane on the west side between the travel lane and parking spaces. (See page 12 for typical layout).

DIMENSIONS

The right-of-way measures 80 feet wide along the North State Street corridor. There are two typical street sections, shown on page 13 of this report. North of Holly Street, sidewalks are approximately 15 feet wide, leaving 50 feet between curbs. South of Holly Street, sidewalks are approximately 12 feet wide, leaving 56 feet between curbs.



LAND USES

Current land uses along North State Street include commercial, mixed use, residential, recreational, office/service, restaurant and night club, assembly and parking. There are also a number of auto service-related businesses along the street, but these are expected to change over time.

BUILDING CONTEXT

Buildings along the street include a range of late 19th and early 20th century masonry and frame commercial and mixed use buildings; mid-century modern buildings and those remodeled as such; contemporary mixed use; and contemporary residential buildings. The tallest building

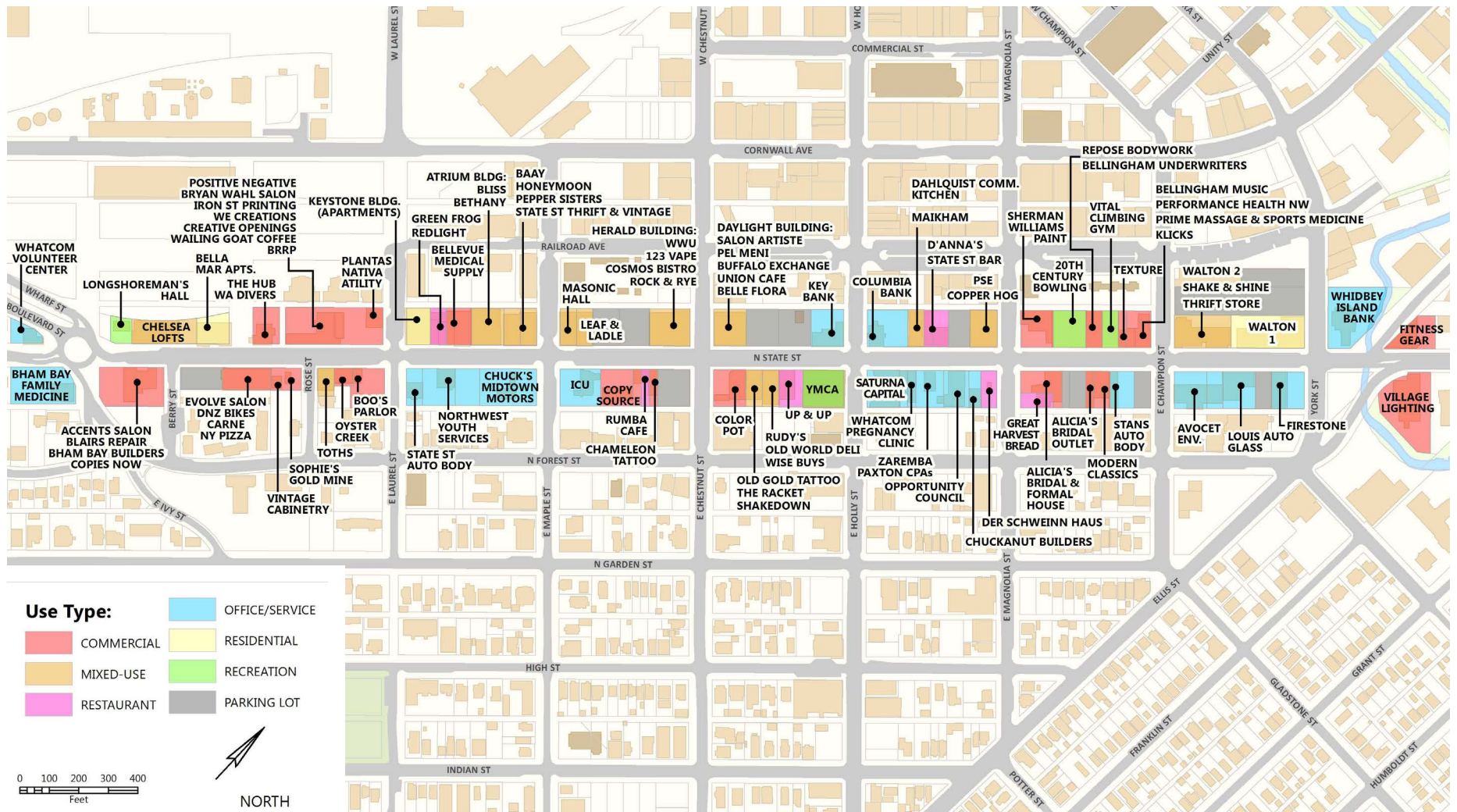
is six stories tall (Herald Building) but most are one or two stories. Most buildings are built up to the sidewalk edge, with a few setback from the property line. Several parking lots front the sidewalk. Throughout the corridor, large parking lots create gaps in the “street wall”, which has a negative impact on the pedestrian experience and contributes to a feeling of a wider, faster street corridor.

TREE CANOPY

The overhead tree canopy is intermittent along the corridor, and ranges from young medium height trees to mature tall trees. Species include Norway Maple (*Acer platanoides*), Red Maple (*Acer rubrum*), Paperbark Maple (*Acer griseum*), Katsura (*Cercidiphyllum japonicum*), London Plane (*Platanus x acerifolia*), Basswood (*Tilia americana*), American Beech (*Fagus grandifolia*). Some blocks are conspicuously lacking tree cover due in part to the existence of structural sidewalks, which have “areaways” beneath them. Areaways are private basements that extend beyond the property line and into the right-of-way, and can be a barrier to plantings.

UTILITIES

The right-of-way carries several underground utilities. Sewer, storm and water mains generally run below the roadway (between the existing curbs), though their locations vary. Between York and East Maple Streets, electrical power is generally carried in the alleyways, but between East Maple Street and the Wharf Street roundabout power lines are carried above ground along North State Street. City GIS layers for these utilities were consulted in the development of this concept plan.



North State Street businesses and land uses (July 2015)

History of North State Street

Historically named Elk Street, North State Street began in the 1850s as a dirt road that served the Sehome Mine, located near what is today the intersection of Laurel Street and Railroad Avenue. Over time this rugged road would become a major corridor in Downtown Bellingham, with the corner of Holly and North State Streets functioning as the epicenter of business and commerce.

In the late 1800s Elk Street began to be improved, first planked with wood, then cedar blocks, then brick, and finally, with concrete and asphalt. As these improvements occurred and forests were cleared, Elk Street's commercial development spread from the mine toward the north, creating a robust business district by 1890. After Sehome joined Whatcom (the other frontier town across Whatcom Creek) to become New Whatcom, it was no longer necessary to have two commercial centers, and Sehome's center became dominate as Whatcom's decreased in importance. As commerce grew construction was concentrated around the Elk and Holly Street intersection. The area's commercial significance was largely derived from its transportation advantages of the Main Line on Elk Street which began streetcar service in 1892. The train station on Railroad Avenue only one block from Elk Street, and the Sehome Dock was also easily accessed.

After the City consolidated in 1904, Elk Street experienced a major building boom. The busy intersection at Elk and Holly Streets was once considered the most desirable commercial property in the city, and during its heyday the street had a vibrant mix of retail businesses, restaurants, offices, and hotels. The Exchange Building at the southeast corner of Holly (today's YMCA) was built in 1908, named in reference to the New York Stock Exchange building in New York City.



Sehome, looking north down Elk Street (today's North State Street) circa 1889. The road that forks off to the left at the center of the photo is today's Wharf Street.



1890s view looking southwest down Elk Street (today's North State Street). Note the planked sidewalks and street.

The 1920s were an especially prosperous time for the commercial Elk Street corridor. An important addition was the Gothic Revival style Bellingham Herald building at the corner of Elk and Chestnut Streets, built in 1926. After the elegant six story Herald building was completed, 50 merchants on Elk Street petitioned the City to change the street's name from "Elk" to the more metropolitan "State" Street, which was accomplished on April 13, 1926.

Construction halted during the Great Depression, and was slow to recharge until after World War II ended. With the modern movement of the 1950s and the "urban renewal" of the 1960s, many of the early buildings were lost to the wrecking ball. Many historic multistoried buildings were replaced with parking lots and one story drive-through banks, all designed to accommodate the increasingly popular automobile.

Today more than a few of North State Street's historic buildings still remain and have been revitalized, restored and repurposed, and new infill follows design guidelines that encourage not only design for vehicles, but also for pedestrians, bicyclists, and transit riders as well as for automobiles and freight.

Around 2001-2002, North State Street was converted from three lanes down to two, and a 7-foot bike lane was installed on the west side of the street.



Late 1920s view of North State Street looking south from the intersection of Holly Street. Note the building in the left foreground, today's YMCA.

Today's Opportunity

GOALS

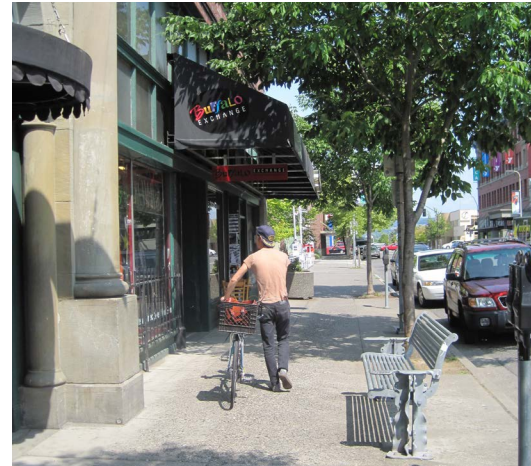
An opportunity to change the street was identified in the 2014 *Downtown Bellingham Plan*, but this required further study. The goal of this concept design is to build on this idea and determine the best way to use the 80' of right-of-way, creating a vision for the future that will help North State Street evolve from primarily a pass-through corridor to a lively commercial street that supports a variety of businesses, services and residential uses. Currently North State Street functions like as a thoroughfare, with reports of speeding, lack of stopping for pedestrians at crosswalks and wrong way turns. Outcomes of successful improvements include motorists operating at the posted 25 mph speed limit, bicyclists using the bike lane facility to its highest use and more people getting out of their cars, willing to walk a few blocks to get to their destinations, inspired by a pleasant pedestrian experience.

STAKEHOLDER INPUT

The North State Street concept design was developed using input gathered from stakeholders, that is, the people who own property, run businesses, or reside there. Between January 2015 and April 2015, City staff met individually and when possible, with stakeholders to gather ideas and hear concerns about their specific blocks. City staff and SvR held a public meeting on March 11, 2015 to present preliminary concepts to all North State Street stakeholders. Businesses and property owners, as well as residents attended and offered ideas and input.

When asked what they would like to see changed, augmented, or enhanced in general, retail and service businesses identified adding parking as the most important change that could be made. Conversely, entertainment and restaurant businesses placed more importance on having wider sidewalks, with some businesses going so far as to say they would be willing to lose parking spaces if these could be converted to larger sidewalks that accommodated outdoor seating.

Many North State Street businesses were found to be long term tenants and owners, some for 20+ years in the same location. Some newer businesses (1 - 4 years) expressed interest in staying in their present locations, and were interested in strengthening the identity of North State Street, slowing traffic, adding street trees, landscaping, seating, and generally improving the appearance of the corridor. Loading zones, accessible handicap parking spaces, and accommodations for school bus pick up and drop offs were also cited as necessary improvements. Many also identified a need for more pedestrian scale lighting, citing that a lack of this was creating an unwelcoming ambiance at night.



Stakeholders include business owners, property owners and residents of North State Street.

Residents of the two Walton Place apartment buildings between York and Champion Streets expressed interest in creating more activities for children on the sidewalk fronting their buildings, as well as seating and landscaping. The two Walton Place apartment buildings house many families with young children, and are severely lacking in nearby open spaces for play. More bike parking and longer meter times (four hours as opposed to the current two hour limits, which inhibit shoppers from walking to more than one business at a time) were also cited as important needs.

As much as possible, within the scope of the project, stakeholder input has been incorporated into the overall street concept design. Because conditions change over time (businesses expand, move or close; new buildings may be built; and those that are currently vacant may be revitalized) staff will work with current stakeholders during subsequent design phases to ensure the goals of this design concept are maintained while specific practical issues and needs are considered and addressed.



North State Street today.
 Top: D'Anna's Cafe Italiano
 Bottom: Old World Deli and Rudy's Pizzeria
 Right: Walton Place apartments



STRATEGIES

The design concept incorporates six **street** and **sidewalk** strategies to achieve the goals of improved connectivity and safety, commercial and social vibrancy and enhanced identity along North State Street—applicable to the whole corridor.

1. Narrow the vehicular lanes.

Page 10

2. Enhance the bike lane.

Page 10

3. Shift to angled parking.

Page 11

4. Enhance the urban forest.

Page 14

5. Extend curbs and create “sidewalk rooms.”

Page 17

6. Improve the edges.

Page 26

The ability for people to move on North State Street—safely, easily and comfortably—is fundamental to its use and value as an urban street.

As a principal urban arterial street with commercial and residential land uses, the design of North State Street must balance the needs of many types of users. The street serves as a way into and out of town, and as a bus and truck route, so vehicular travel along its length must be smooth and efficient. It is also an address for dozens of businesses and residences, making universal pedestrian access and curbside parking essential to supporting businesses and connecting neighbors. Finally, consistent with the *2014 Bellingham Bicycle Master Plan*, North State Street should offer a safe, generous bike route, with a buffered lane that makes everyone comfortable—cyclists and drivers both. The *2014 Bicycle Master Plan* recommends adding a 2-foot buffer to the bike lane.

All pedestrians should be able to move up and down North State Street and cross the street at intersections. The universally accessible pedestrian network is comprised of the sidewalk clear path, crosswalks and curb ramps. For general design guidelines, see the

Existing condition: parking, bike and vehicle lanes on North State Street



2012 Bellingham Pedestrian Master Plan, Chapter 4. For design standards, see the *Bellingham City Center Street Design Standards*.

North State Street currently carries transit service (GO bus line) to Fairhaven, running every 15 minutes. (North State and Forest Streets are designed as one-way “couplets” and serve high-frequency transit for north and southbound commuters.) There are three bus stops in the project area, all on the west side of the street: between East Maple Street and East Chestnut Street (midblock); at East Laurel Street; and at Berry Street, just before the roundabout. The concept design does not alter the locations or functionality of these bus stops.

Bus stops should be reevaluated regularly, as usage patterns and adjacent land uses evolve. In the future, it may be favorable to add curb extensions at bus stops to allow bus stop shelters away from the right-of-way edge, toward the curb, and to allow a more generous path of travel outside of bus boarding activities. The tree canopy should be high, out of conflict with busses and boarding activity.

A generous buffered bike lane, New York



1. Narrow the vehicular lanes.

North State Street's two travel lanes are excessively wide for the posted speed and can be narrowed significantly to a more conventional dimension (see page 13). The resulting gained dimension allows for angled parking along the east side, and a wider and buffered bike lane. The reduction promotes safe driving and crossing, within the existing 25 mph speed limit.

Changes to lane widths should be assessed and coordinated with previous improvements during subsequent design phases.

2. Enhance the bike lane.

The North State Street concept design adds a buffer—a painted separation from the adjacent vehicle travel lane and parking lane—to the existing bike lane, to make the facility both more inviting and efficient. It provides a greater “shy distance” between motor vehicles and bicyclists, and allows one cyclist to pass another without entering the travel lane. South of East Holly Street, the existing bike lane can be increased to a width of 9 feet: 5-foot bike travel lane with 2-foot striped buffer at the adjacent vehicular travel lane and 2-foot striped buffer at the adjacent parking lane. The design of the bike facility should be monitored and reevaluated as usage patterns and accepted best practices evolve.

Changes to the existing bike lane and transitions between segments should be assessed and coordinated during subsequent design phases. For best practices, see the *NACTO Urban Bikeway Design Guide*.

On-street parking is a public amenity that provides access to nearby destinations. North State Street's parking locations, configurations and management can be adapted to improve this amenity while making more space for other activities in the right-of-way.

All blocks of North State Street offer on-street parking on both sides, serving both adjacent buildings as well as the surrounding area in general. People can park their cars for a quick stop at a store or bank, or they may park for hours while they run errands on foot throughout downtown, or enjoy a meal Downtown. In addition to standard parking, however, North State Street needs to accommodate other types of stops: passenger loading (pick-up and drop-off), ADA stalls, commercial loading and deliveries, short-term parking and bus boarding. The facilities provided for these activities should be considered collectively and managed effectively to support the highest use of the street.



Angled parking on Chestnut Street, Bellingham



3. Shift to angled parking.

The North State Street concept design rotates parking stalls on east side of the street 45 degrees to accommodate more stalls at focused locations on each block. In doing so, **the design consistently meets or exceeds current parking quantities for each block*** (net addition of 10 stalls along the corridor) while freeing segments for curb extensions that promote safer pedestrian access, social spaces and sidewalk cafés, and large tree pits for new trees to flourish.

The concept design incorporates angled parking on every block, organized in clusters for efficiency. The plan shows front-in (back-out) striping. In subsequent design phases, the City may consider back-in parking, which improves visibility during exit, provides a safer interface with the bike lane and helps calm traffic; the curb alignment shown works for both. Parking on the west side remains parallel.

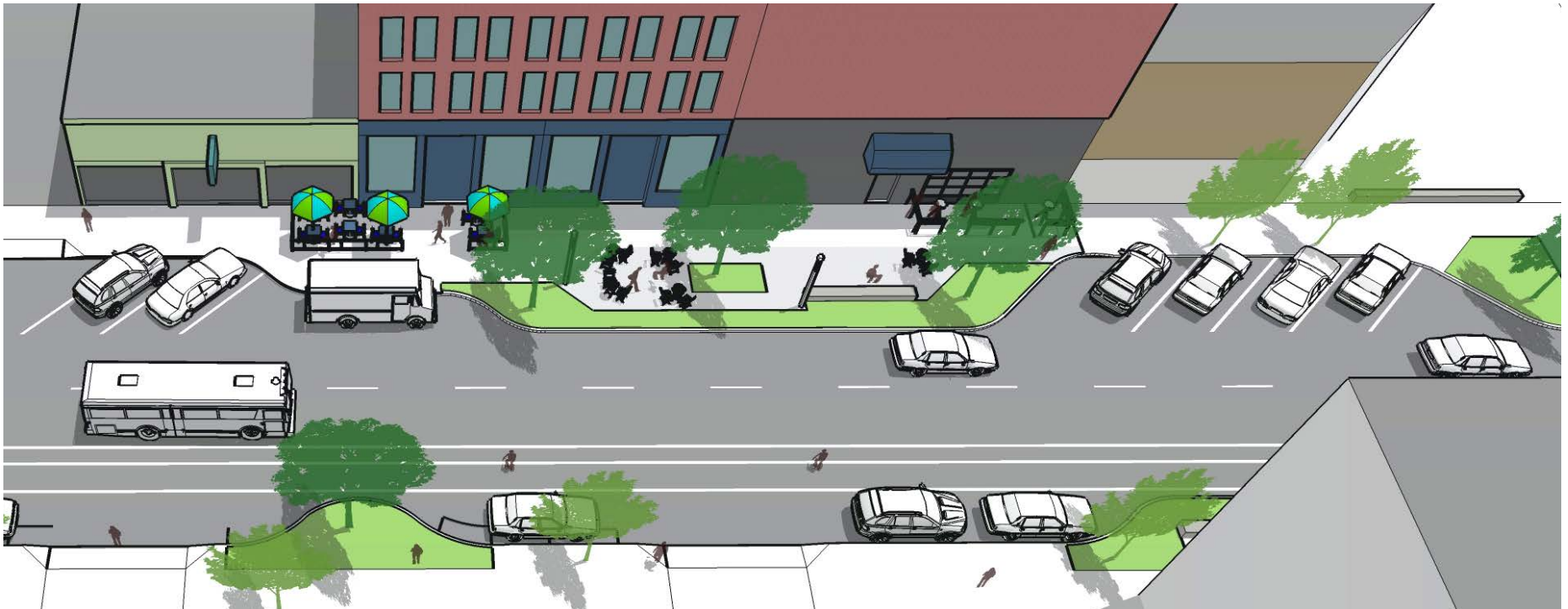
*Decrease between East Holly and Chestnut Street is made up on adjacent blocks.

LANE DIMENSIONS AND PARKING APPROACH

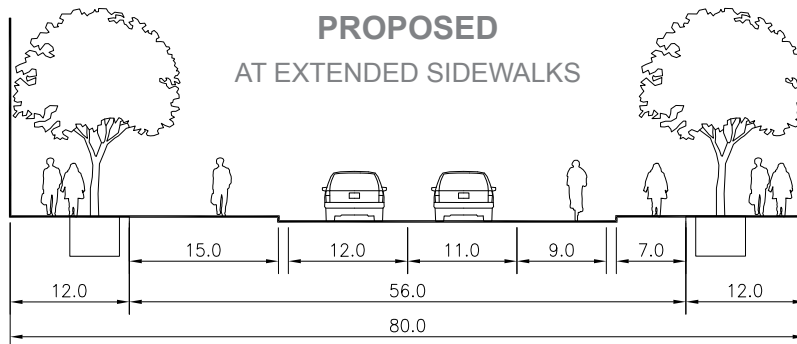
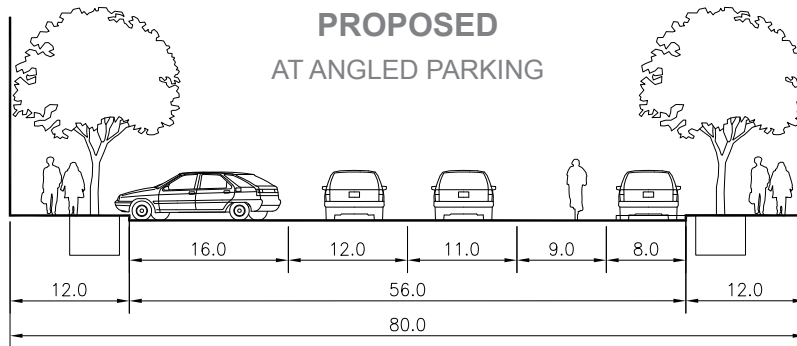
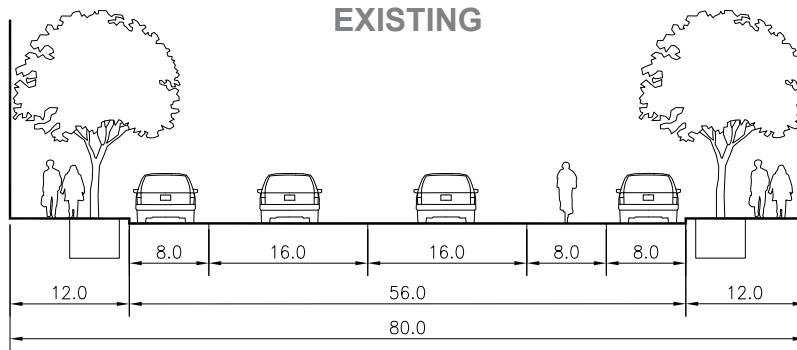
Through the North State Street concept design process, the City of Bellingham Public Works Department engineering and transportation planning staff proposed the following dimensions for the conceptual street sections (see page 13):

- Vehicular travel lane: 12, 11' or 10.5'
- Parallel parking lane: 8' or 7'
- Angled parking stall: 16' (depth)
- Buffered bike lane: 9' or 6' (5' lane with buffer)

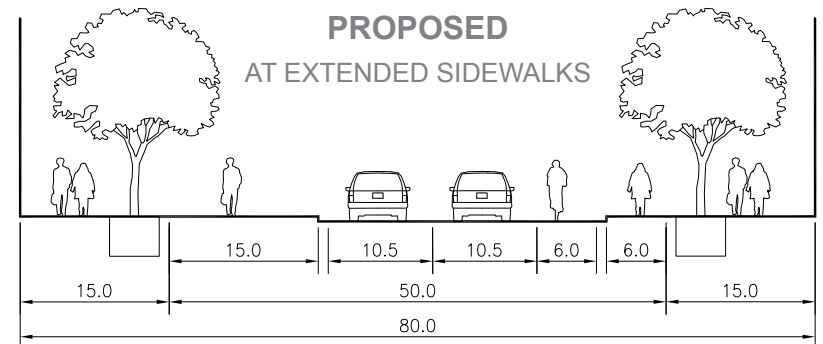
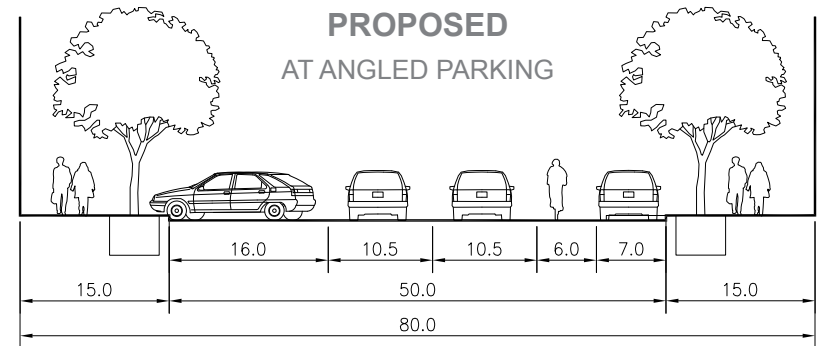
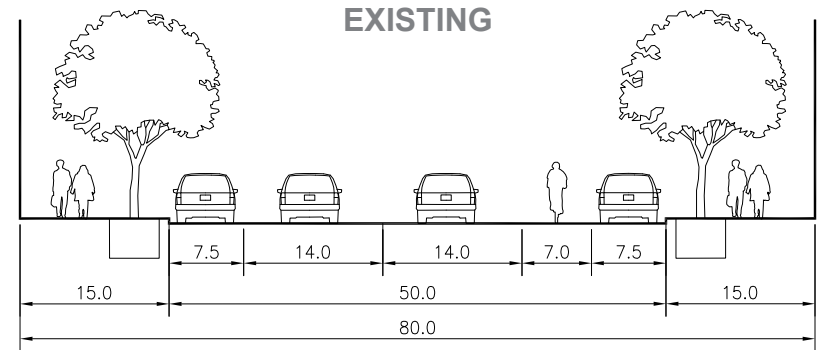
These dimensions and angled parking approach have previously been applied in similar conversion projects on other downtown Bellingham arterial streets—Chestnut Street, Cornwall Avenue, Ohio Street (summer 2015)—and are determined appropriate as a basis for the North State Street design concept.



TYPICAL SECTION SOUTH of Holly Street



TYPICAL SECTION NORTH of Holly Street



A healthy and diverse street tree canopy is an important feature of an attractive, comfortable street.



4. Enhance the urban forest.

Street trees are an important asset to an urban public realm. Healthy trees make streets more attractive, provide shade to make sidewalks more comfortable and have ecological value by improving air quality, intercepting rain and taking up stormwater in their roots. Recent research has documented the benefit of trees to mental and physical health. Furthermore, a cohesive street tree canopy contributes to a street's identity, which is reflected in increased property values and business activity (see *Benefits of Trees and Urban Forests*, Alliance for Community Trees).

The North State Street concept design includes four complimentary approaches to increasing the corridor's urban forest, its collective ecosystem of trees and other plants.

EXISTING TREES

Foster the health of existing trees through good maintenance practices and adequate tree pit openings. The plan for the corridor typically shows 4' x 10' openings at all trees, to provide soil volume for roots near the tree trunk. This surface should be a porous but walkable material, such as crushed stone. Ideally tree soil volume would be enhanced through soil cells or structure soils. See the *Bellingham City Center Street Design Standards* for more guidance.

INFILL TREES*

Support the existing tree canopy with infill trees that match adjacent species, where feasible and appropriate. Infill trees make the street's tree canopy more consistent. In places where structural sidewalks prohibit planting, the use of planters to provide infill trees is encouraged.

Large trees of the same species punctuate the linear right-of-way



NORTH STATE STREET SPECIMEN TREES*

Incorporate a new urban forest feature, North State Street specimen trees, throughout the corridor. Specimen trees are impressive trees that stand out from the rest of the street tree canopy, intermittent but consistent focal points along the length of the street to enhance its image and make the corridor more cohesive as a series of blocks and places. Specimen trees are located at curb extensions and “sidewalk rooms,” where there is optimal soil volume for the growth of either one large tree or a small grove. Species will be selected in coordination with the Parks and Recreation Department in subsequent design phases.



LANDSCAPE PLANTINGS

New landscape plantings at judicious locations can make specific places along the corridor more inviting. (see “sidewalk rooms”) In places where structural sidewalks prohibit planting, the use of planters to provide landscape plantings is encouraged.

*Trees should be located only where they do not compromise sight lines near intersections, crosswalks and driveways. New tree locations and species should be analyzed with consideration for building entries and windows and special attention not to obscure business signage.

Curb extensions expand the sidewalk into the parking lane at key locations. On North State Street, this strategy makes safer and more visible crosswalks, space for large trees and “sidewalk rooms” for better street use by pedestrians and businesses.



5. Extend curbs and create “sidewalk rooms.”

Curb extensions at key locations along the length of the corridor provide the main ingredients for an improved North State Street that is safe and comfortable, vibrant and attractive.

From a **driver’s or cyclist’s perspective** the significant changes are a continuous, though intermittent, presence of large, healthy street trees and better visibility at intersections—pedestrians on street corners are easier to see.

From a **pedestrian’s perspective** sidewalks are more interesting, comfortable places to walk. There is more variety, opportunities to pull aside and stop, and space to walk and pass at busy and congested locations. Crosswalks are shorter and approaching cars are easier to see.

Curb extensions will be implemented incrementally, as funding opportunities emerge. While the use and design of these extensions vary in response to adjacent buildings, land uses and physical conditions, the curb extension approach should be applied to the entire corridor, from East York Street to the roundabout—both to spread its benefit and to promote a cohesive identity and image.

The concept plan incorporates two basic types of curb extensions: bulb-outs at intersections and midblock “sidewalk rooms.”

Bulb-outs at the intersection of Holly Street and North State Street



CURB EXTENSIONS AT INTERSECTIONS (BULB-OUTS)

Bulb-outs make crosswalks shorter and improve visibility between motorists and pedestrians waiting to cross the street. Furthermore they contribute to traffic calming by narrowing the roadway, and they reduce illegal parking at intersections. They can also serve as good locations for bike parking and other streetscape furnishings (where they do not compromise sight lines). Recently retrofit (2002-2015) North State Street intersections have included bulb-outs. Future retrofits should build on this pattern for consistency and continuity along the corridor.



Sidewalk rooms in Boulder, CO (left) and Boise, ID (below)



SIDEWALK ROOMS

Sidewalk rooms are localized midblock curb extensions at specific locations, designed and furnished to foster use by nearby residents and businesses as well as the public. They are intermittent places of enhanced quality and comfort in the public right-of-way.

Pockets of usable space throughout the corridor, sidewalk rooms provide opportunities for future uses including specimen tree planting, landscape planting, public seating and sidewalk cafés, as well as programming elements such as vending and small events. Given the potential for changes in use due to changing adjacent land uses and maintenance resources, sidewalk rooms should be designed for maximum flexibility and adaptability over time, while promoting a high standard of quality and comfort through practical design.

Sidewalk rooms can be either “active rooms,” which are hosted by a sponsor, such as a business, residential building or community group, for a specific use, or “passive rooms,” which are maintained by the City of Bellingham. However in all cases some sharing of management roles and responsibilities is likely and should be considered before design.

The following pages suggest potential uses for sidewalk rooms on North State Street:

- seating and vending near shops and restaurants
- sidewalk cafés
- other activities such as gardening, events and performances
- planting areas
- rain gardens / Green Stormwater Infrastructure (GSI)
- art and neighborhood furnishings

SEATING & VENDING NEAR SHOPS & RESTAURANTS

Some businesses benefit from having public seating nearby: a place to meet a friend, wait for a table or just enjoy the bustling activity of others. Sidewalk rooms may also provide display space for merchants or a place for cafés and other vendors set up stands during good weather.

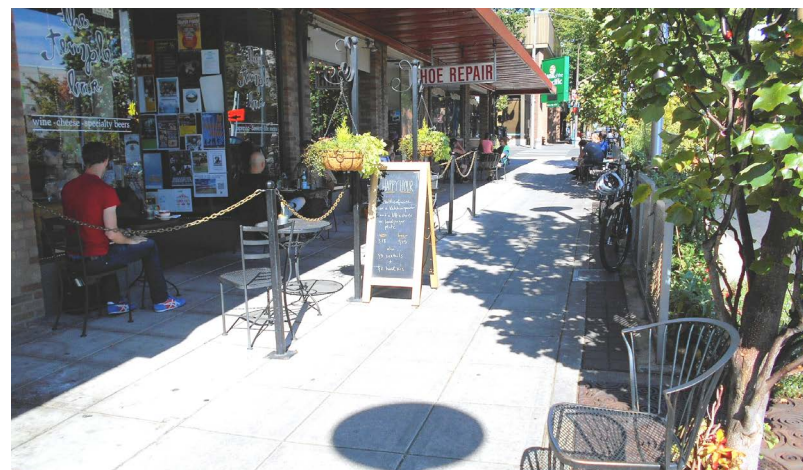




SIDEWALK CAFES

North State Street is home to many restaurants and cafés, many of which have outdoor seating. In front of these buildings, sidewalk rooms offer expanded space that can be used for outdoor café seating or dining, and business promotion. Outdoor dining creates activity and interest along the sidewalk, enhancing the pedestrian experience and activating the street. Combined with the sidewalk furnishing zone, these rooms can provide even more area for tables and chairs, as well as the possibility of detached, enclosed dining areas dedicated for customers (State liquor laws apply).

The addition of a sidewalk room can also provide additional space for pedestrians to pass around existing enclosed sidewalk cafés that protrude into the sidewalk through zone. Maintaining an adequate pedestrian through-zone—the clear area intended for pedestrian travel—is important for American with Disabilities Act (ADA) access.



Sidewalk café at Temple Bar, Bellingham



Artist's rendering of a large sidewalk room in front of a group of businesses between East Chestnut Street and East Holly Street (east side of street).

Sidewalk rooms extend the sidewalk for more comfortable walking at active buildings. Trees, planting and low seat walls create an appealing setting for building entrances, sidewalk cafés and other seating.



Artist's rendering of a small sidewalk room in front of a sidewalk café between East Holly Street and East Magnolia Street (west side of street).

Sidewalk rooms at existing sidewalk cafés provide additional space for pedestrians to pass, as well as a place to rest, wait or meet people.



Buskers, food trucks and pop-up libraries bring life to the sidewalk.

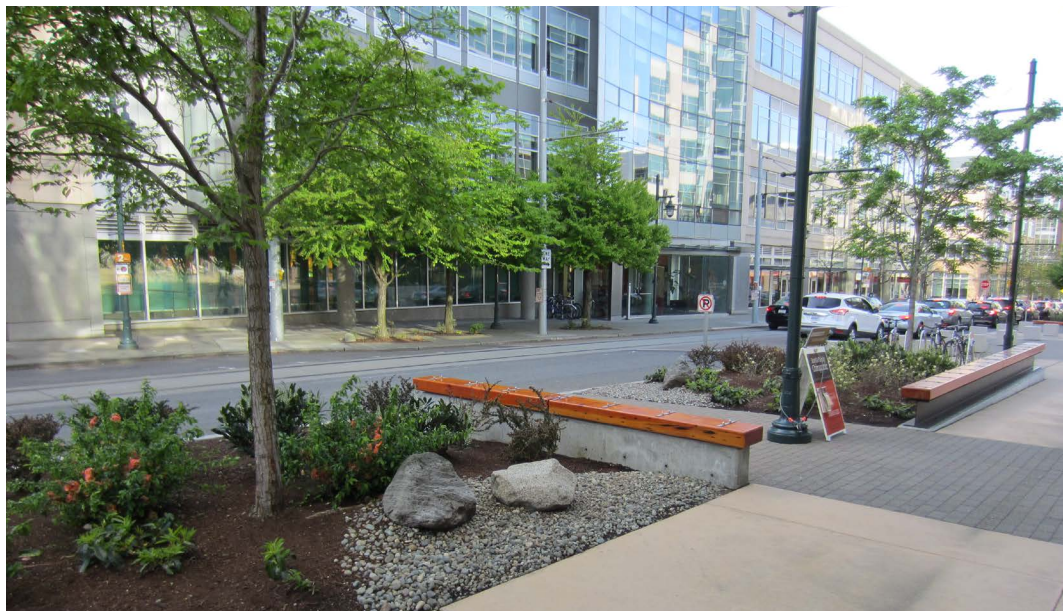
OTHER USES FOR ACTIVE ROOMS

Businesses and organizations may sponsor more specific or idiosyncratic programs for sidewalk rooms, targeting a particular group of people. For example, a school or church could host and steward a vegetable garden; a gym or athletic club could host a sidewalk room with simple exercise equipment for the public. These create opportunities for delight on North State Street.

The City or other organization may sponsor recurring programs and events at sidewalk rooms, designed either for flexibility or for a dedicated use. These programs might include a summer-long food stand event or arts performances.

Finally, some sidewalk rooms may be implemented with no particular program planned, open for unorganized or spontaneous uses.





PLANTING AREAS

Since they are large areas outside the sidewalk's active through zone, sidewalk rooms are ideal locations for growing healthy trees. Large tree pits provide ample soil volume for improved root growth and rain infiltration. Tree pits may be mulched in one of several materials including crushed stone or cobbles, or may be planted with understory plants.

In some locations, sidewalk rooms may be planted as gardens, enhancing the street's image both from the sidewalk and roadway. The use of low walls and seating perches for short stops fosters a more comfortable pedestrian environment. Planted sidewalk rooms require some ongoing maintenance and resources to succeed and should be implemented only where they will be sustainable. A maintenance plan with the local businesses is helpful.

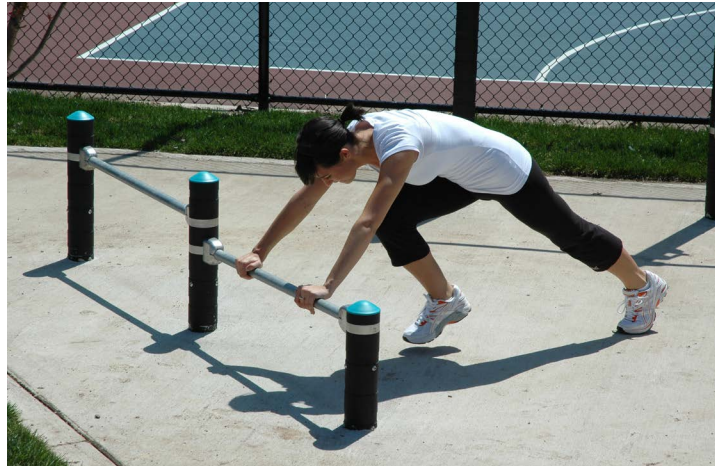
In places where structural sidewalks make planting unfeasible, the use of planters to provide overhead tree canopy and understory plantings is encouraged.



RAIN GARDENS / GSI

When green stormwater infrastructure (GSI) is required to meet stormwater code or is desired for other benefits, curb extensions and sidewalk rooms provide space for rain gardens, bioretention planters that slow and hold runoff to reduce impact on the City's storm system. It is important to have a plan for maintenance when considering the level of variety in GSI planting.

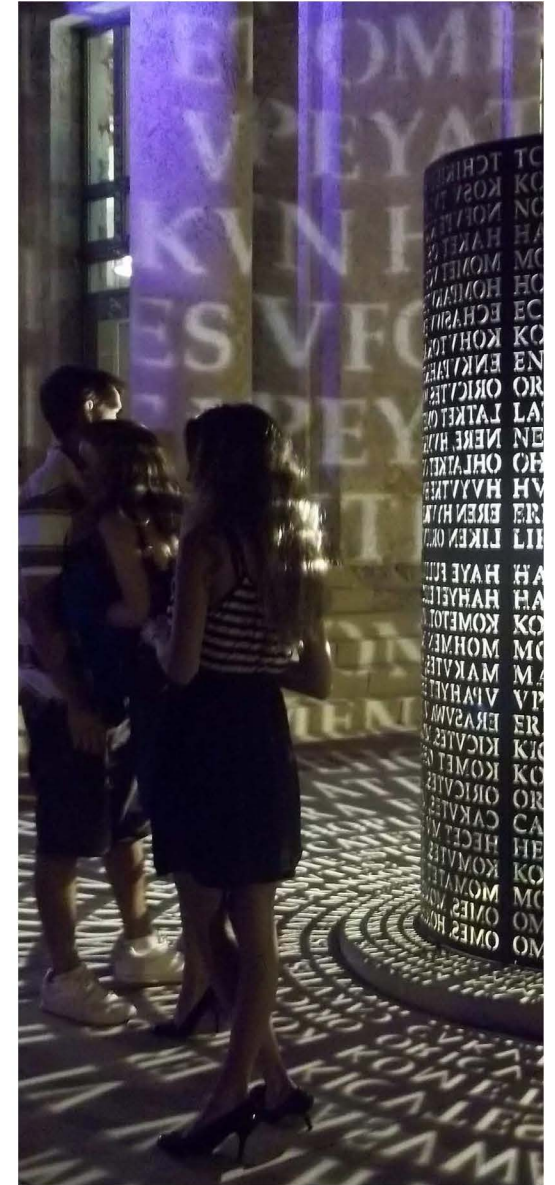




ART AND NEIGHBORHOOD FURNISHINGS

Throughout the corridor, sidewalk rooms provide a space to demonstrate the talents and spirit of the local community. They are good locations for permanent and rotating art installations, seasonal displays and neighborhood-building furnishings such as “little free libraries.” Other ideas include exercise or play apparatus and tree-like shade producing “sculptures”, where planting a living tree is not feasible.





Standardized parking lot walls installed throughout downtown San Jose, CA



6. Improve the edges.

Throughout the corridor, North State Street lacks a continuous “street wall” to define the public realm of the street and foster a positive sense of enclosure for the pedestrian. Many buildings, especially those serving auto service businesses, are set back significantly from the street, with large expanses of surface parking lining long sections of the sidewalk. Furthermore, many building facades have large blank expanses that provide little interest to the passerby. To make North State Street more attractive, inviting and comfortable and to promote a positive identity, a number of edge enhancement projects should be considered.

One approach would be to create a wall standard for all abutting North State Street parking lots, to both define the edge of the street and establish a unified, intentional approach to the public realm—a partnership between the City and property owners. Other approaches include artistic landscape screening, a coordinated mural program, and decorative architectural lighting.

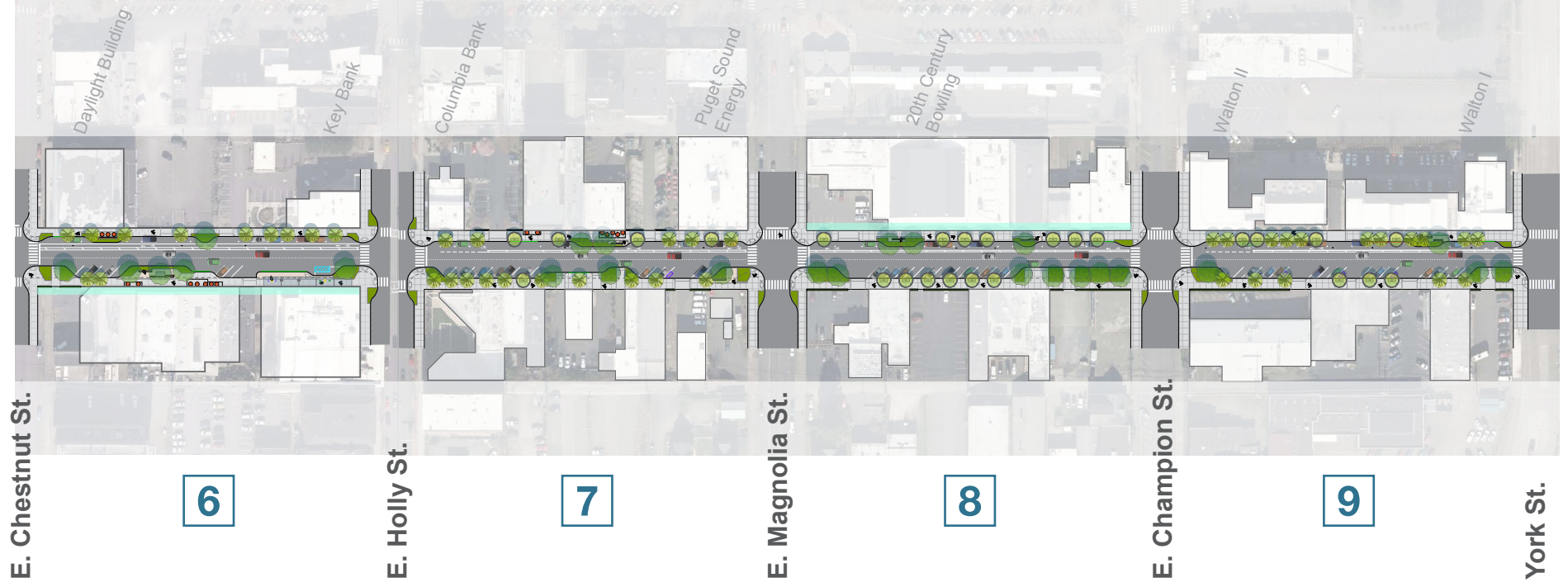




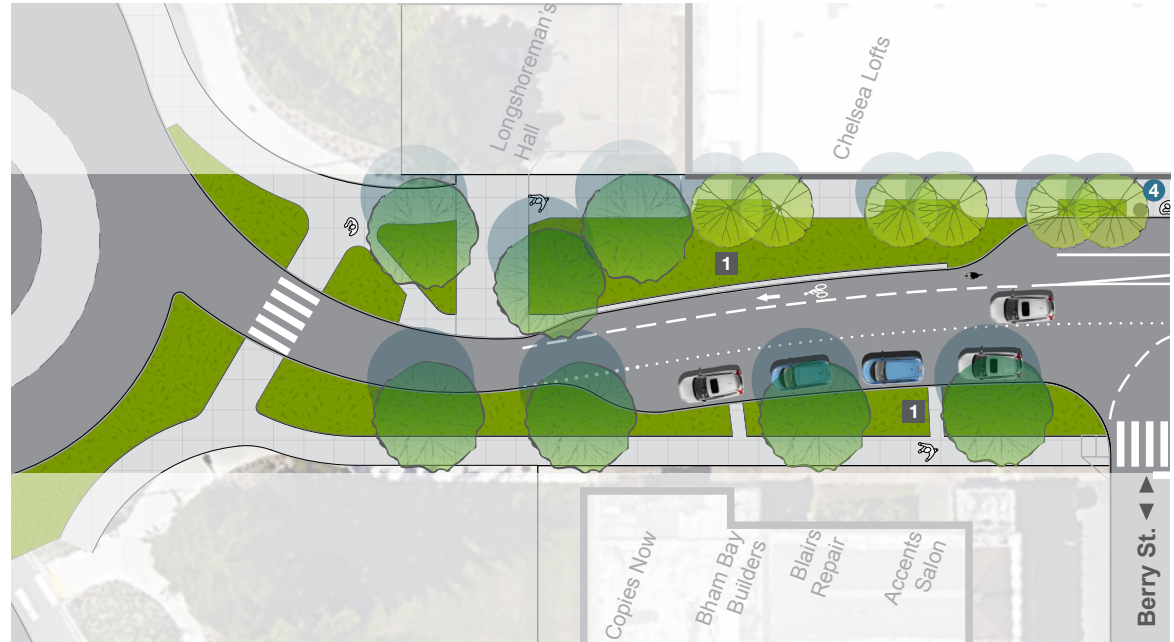
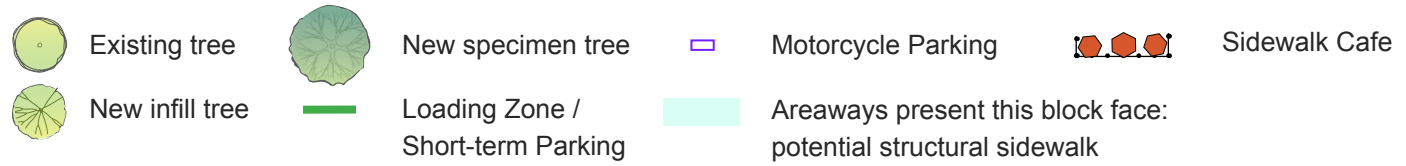
CONCEPT PLAN

The concept plan for North State Street applies the six street and sidewalk strategies to the length of the corridor. The enlarged plans on the following pages suggest how those strategies can be adapted to the unique conditions of each block.





Legend



Notes

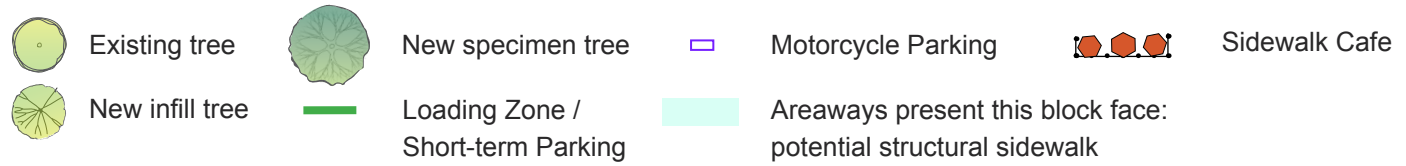
- 1** Existing planting areas; new specimen trees
 - Estimated change in parking stalls: no change

Elements

- 1** Sidewalk Room
- 2** Buffered bike lane
- 3** ADA parking (existing)
- 4** Bus stop
- 5** Parking lot edge enhancement (new)
- 6** Existing sidewalk cafe
- 7** Existing curb line at new curb extension

BLOCK 1 ROUNDABOUT TO BERRY STREET

Legend



Notes

- Estimated change in parking stalls: +4

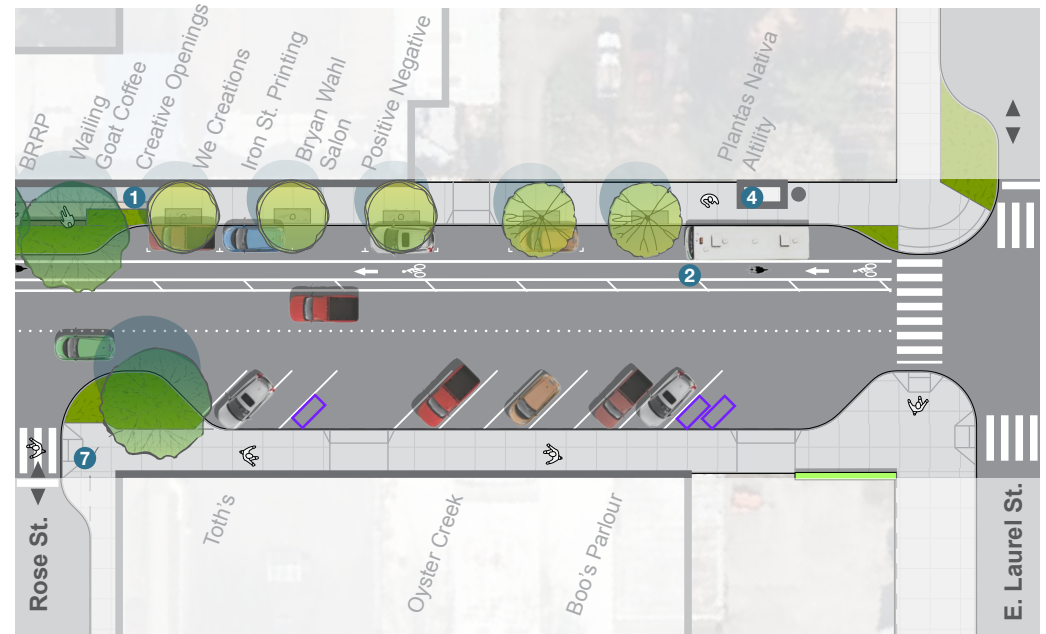
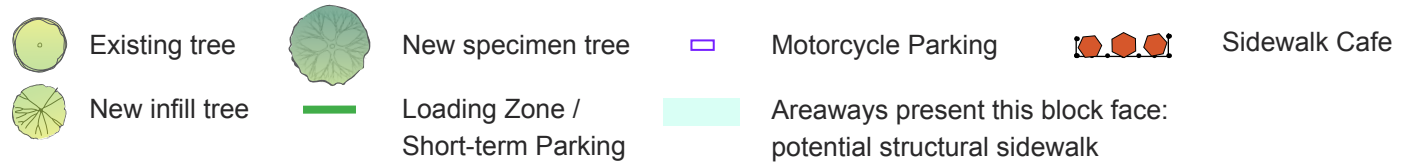
Elements

- 1 Sidewalk Room
- 2 Buffered bike lane
- 3 ADA parking (existing)
- 4 Bus stop
- 5 Parking lot edge enhancement (new)
- 6 Existing sidewalk cafe
- 7 Existing curb line at new curb extension

BLOCK 2 BERRY STREET TO ROSE STREET



Legend



Notes

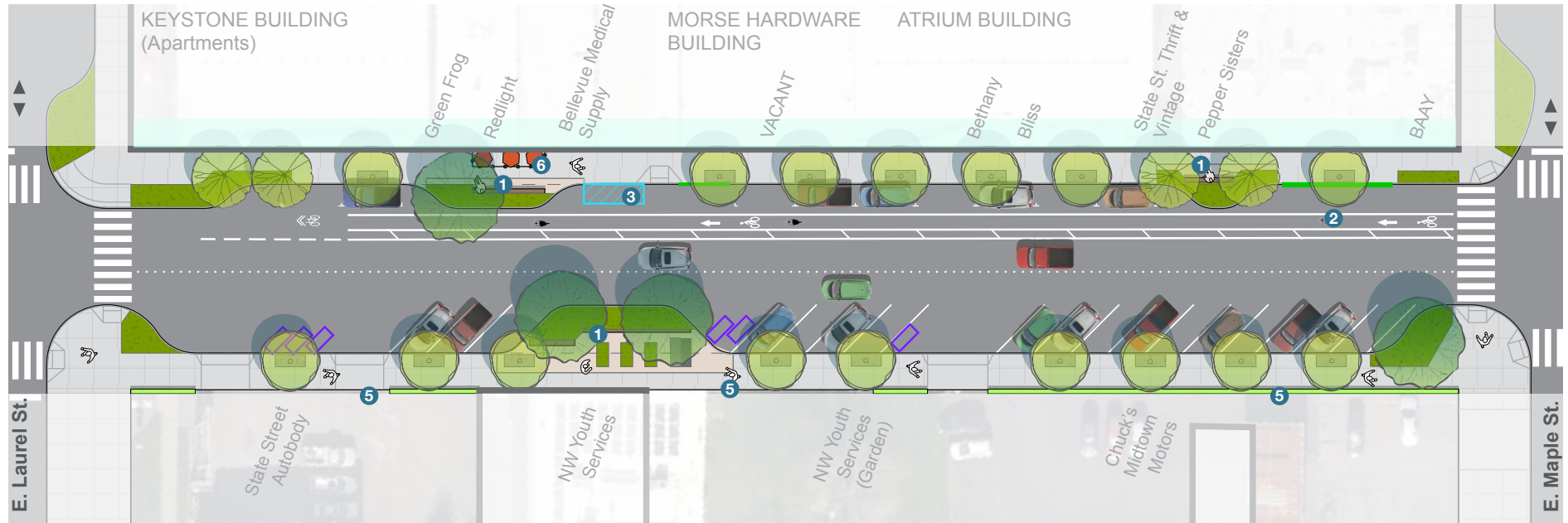
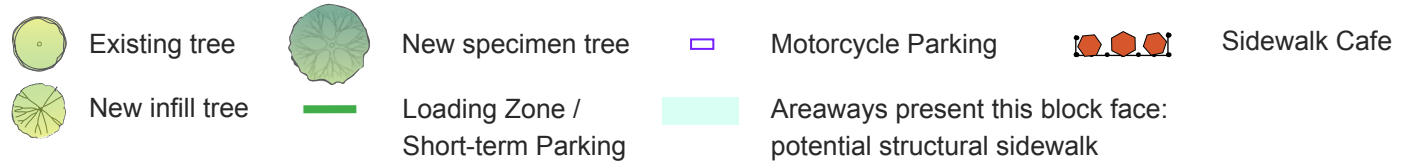
- Estimated change in parking stalls: +2

Elements

- 1 Sidewalk Room
- 2 Buffered bike lane
- 3 ADA parking (existing)
- 4 Bus stop
- 5 Parking lot edge enhancement (new)
- 6 Existing sidewalk cafe
- 7 Existing curb line at new curb extension

BLOCK 3 ROSE STREET TO E. LAUREL STREET

Legend



Notes

- Estimated change in parking stalls: +1

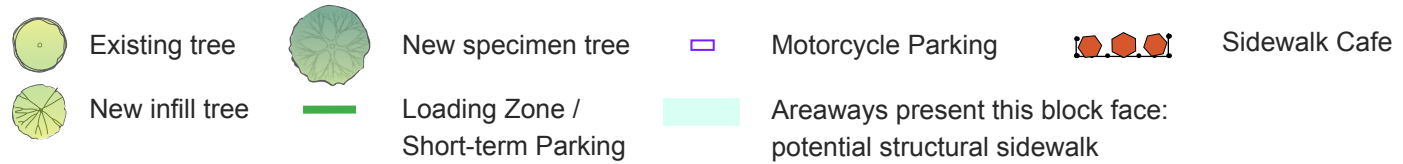
Elements

- 1 Sidewalk Room
- 2 Buffered bike lane
- 3 ADA parking (existing)
- 4 Bus stop
- 5 Parking lot edge enhancement (new)
- 6 Existing sidewalk cafe
- 7 Existing curb line at new curb extension

BLOCK 4 EAST LAUREL STREET TO EAST MAPLE STREET



Legend



Notes

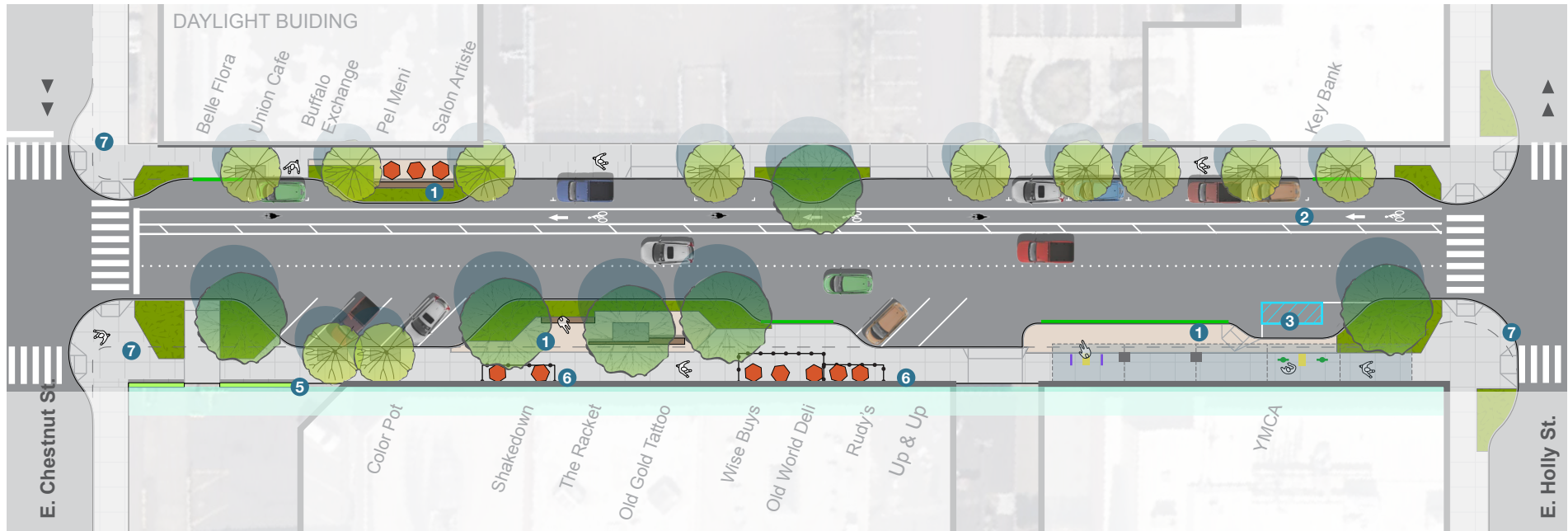
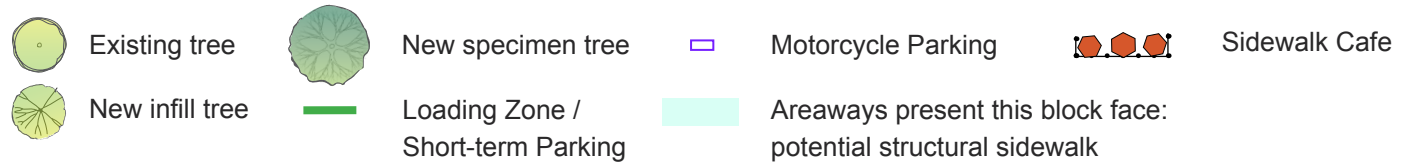
- 1** Existing parklet (July 2015) / potential sidewalk room location
 - Estimated change in parking stalls: +2

Elements

- 1** Sidewalk Room
- 2** Buffered bike lane
- 3** ADA parking (existing)
- 4** Bus stop
- 5** Parking lot edge enhancement (new)
- 6** Existing sidewalk cafe
- 7** Existing curb line at new curb extension

BLOCK 5 EAST MAPLE STREET TO EAST CHESTNUT STREET

Legend



Notes

- Estimated change in parking stalls: -5

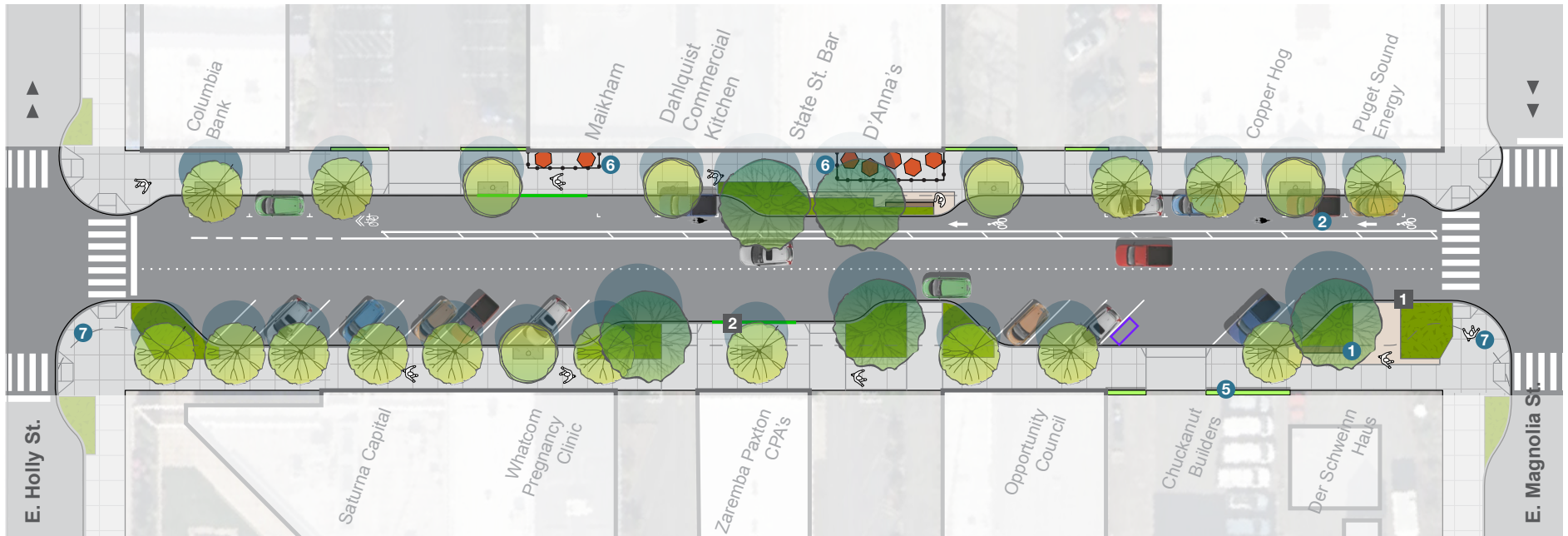
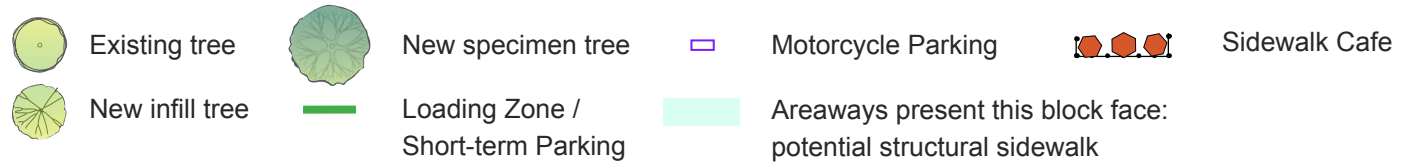
Elements

- ① Sidewalk Room
- ② Buffered bike lane
- ③ ADA parking
- ④ Bus stop
- ⑤ Parking lot edge enhancement (new)
- ⑥ Existing sidewalk cafe
- ⑦ Existing curb line at new curb extension

BLOCK 6 EAST CHESTNUT STREET TO EAST HOLLY STREET



Legend



Notes

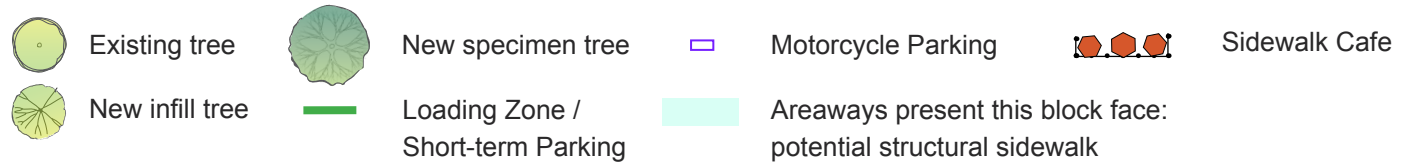
- 1** Driveway currently not used (July 2015) but should be preserved for future access. Furnishings allowed in this area.
- 2** Loading zone between driveways
 - Estimated change in parking stalls: +2

Elements

- 1** Sidewalk Room
- 2** Buffered bike lane
- 3** ADA parking (existing)
- 4** Bus stop
- 5** Parking lot edge enhancement (new)
- 6** Existing sidewalk cafe
- 7** Existing curb line at new curb extension

BLOCK 7 EAST HOLLY STREET TO EAST MAGNOLIA STREET

Legend



Notes

- Estimated change in parking stalls: +2

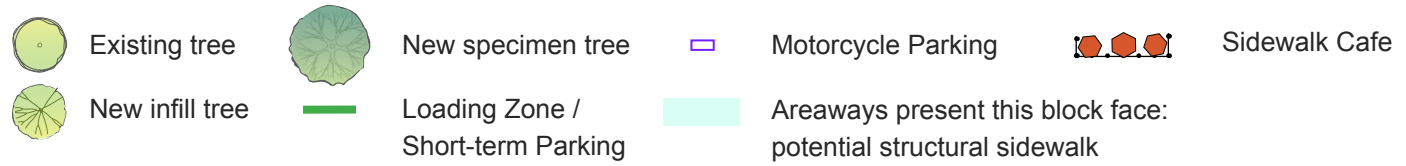
Elements

- ① Sidewalk Room
- ② Buffered bike lane
- ③ ADA parking (existing)
- ④ Bus stop
- ⑤ Parking lot edge enhancement (new)
- ⑥ Existing sidewalk cafe
- ⑦ Existing curb line at new curb extension

BLOCK 8 EAST MAGNOLIA STREET TO EAST CHAMPION STREET



Legend



Notes

- 1 Fire lane
- Estimated change in parking stalls: +3

Elements

- 1 Sidewalk Room
- 2 Buffered bike lane
- 3 ADA parking (existing)
- 4 Bus stop
- 5 Parking lot edge enhancement (new)
- 6 Existing sidewalk cafe
- 7 Existing curb line at new curb extension

BLOCK 9 EAST CHAMPION STREET TO YORK STREET

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