

DPD**Director's Rule 11-2009****SDOT****Director's Rule 7-2009**

Applicant: City of Seattle Department of Planning and Development (DPD) Department of Transportation (SDOT)	Page 1 of 2	Supersedes: N/A
	Publication: 10/26/2009	Effective: 1/6/2010
Subject: Queen Anne Avenue North Streetscape Concept Plan Appendix E to Right-of-Way Improvements Manual* * Appendix E to Right-of-Way Improvements Manual is Joint Director's Rule DPD 22-2005 SDOT 2-05.	Code and Section Reference: SMC Chapter 23.53	
	Type of Rule: Code Interpretation	
	Ordinance Authority: SMC 3.06.040 & 3.12.020	
	Approved	Date
	(Signature on file)	1/4/2010
	Grace Crunican, Director, SDOT	
Index: Land Use Code/Technical and Procedural Requirements	Approved	Date
	(Signature on file)	12/23/2009
	Diane M. Sugimura, Director, DPD	

BACKGROUND:

The Queen Anne Avenue North (Ave. N.) corridor is a neighborhood main street in Upper Queen Anne comprised of the six blocks between West McGraw Street and West Galer Street. This corridor is at the heart of Queen Anne's residential urban village and is lined with a range of retail and professional services. This corridor has recently developed with new mixed-use, multi-story buildings. As these developments increase, a high priority is to maintain and upgrade the urban design and neighborhood character of the street.

The Queen Anne Ave. N. Streetscape Concept Plan grew out of a community effort to improve the urban design over time. The concept plan provides greater predictability for stakeholders when making investments in City rights-of-way. The concept plan establishes a consistent design framework and identifies preferred urban design treatments to support and enhance the pedestrian-oriented character of the corridor. To create this concept plan, multiple City departments were engaged along with area stakeholders, property owners, and residents.

RULE

The Queen Anne Ave. N. Streetscape Concept Plan is incorporated into the Seattle Department of Transportation Right-of-Way Improvements Manual as Appendix E. The provisions of the Queen Anne Ave. N. Streetscape Concept Plan are voluntary. However, property owners are encouraged to follow them in order to achieve their intent.

The concept plan has been reviewed by the Seattle Department of Transportation (SDOT) and the Department of Planning and Development (DPD). Therefore, applicants for Street Use Permits that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. Additionally, applicants for permits to DPD that follow these concept plans for major public realm design items can be assured that these elements are approvable through the master use permit and design review processes.

Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the Queen Anne Ave. N. Streetscape Concept Plan.

REASON

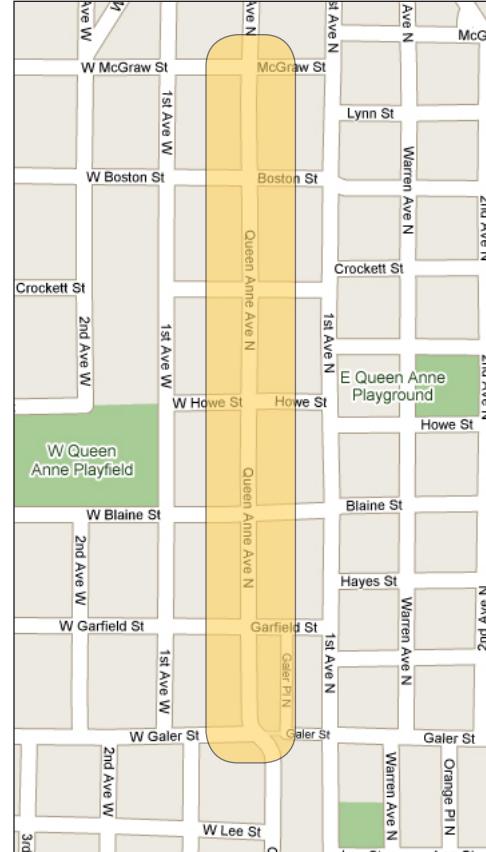
While the Queen Anne Ave. N. Streetscape Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and DPD. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.

Queen Anne Avenue N

This streetscape concept plan provides conceptual design information for the six blocks of Queen Anne Avenue North from West McGraw Street to W Galer Street. This plan was produced by the Seattle Department of Transportation with community assistance for the purposes of appending the Right-of-Way Improvements Manual with recommendations specific to this corridor. This is a complementary document to the Queen Anne Avenue Streetscape Master Plan and the Upper Queen Anne Neighborhood Design Guidelines.

This segment of Queen Anne Avenue North functions less like a linear retail street and more like a neighborhood village center: important intersections are highlighted with special treatments and urban design techniques continue along cross streets, connecting the character of Queen Anne Avenue to the neighborhood. A village center is defined as a community core of residential, civic, religious, and commercial buildings arranged along a main street.

There are several changes to the street from north to south that reinforce the character of the street. North of West Crockett, the cross-section of the street includes parallel parking on both sides and two travel lanes; south of West Crockett, the two travel lanes continue, but the parking alignment shifts to parallel parking on one side and angled parking on the other. Though this document focuses on a typical section of the roadway and intersections, the goal of the concept plan and the design guidelines is to provide a variety of urban design solutions along the street edge and site-specific urban design at key intersections.



Upper Queen Anne neighborhood

Design Guidelines
Proposed December 2008

City of Seattle
Department of Planning and Development

Seattle Design Review Program

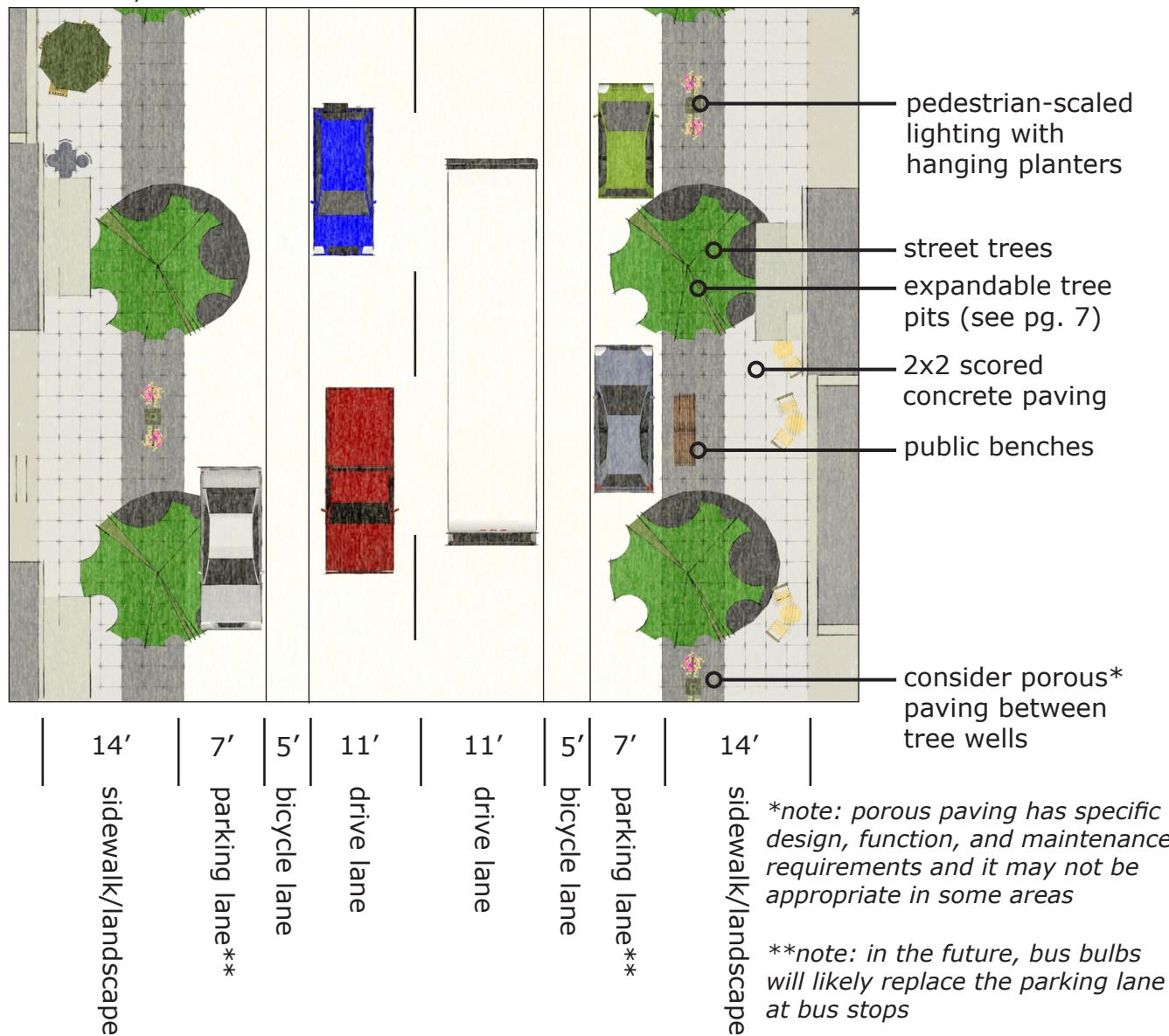
QUEEN ANNE AVENUE | Streetscape Master Plan

PICTURE PERFECT QUEEN ANNE ZIMMER-GUNSLI-FRAZER PARTNERSHIP

DESIGN RECOMMENDATIONS | Streetscape

Typical streetscape north of W Crockett St

Plan View, not to scale



It is recommended that Queen Anne Avenue maintain the existing roadway configuration and channelization, including bicycle lanes and sharrows. The travel lanes are sufficiently wide for transit and service vehicles and on-street parking is well utilized. The sidewalks should be consistent with the traditional two feet by two feet scoring, street trees should be replaced where missing, and tree pits landscaped as an upgrade from tree grates or basic mulch and in a manner most compatible with the management of existing healthy street trees.

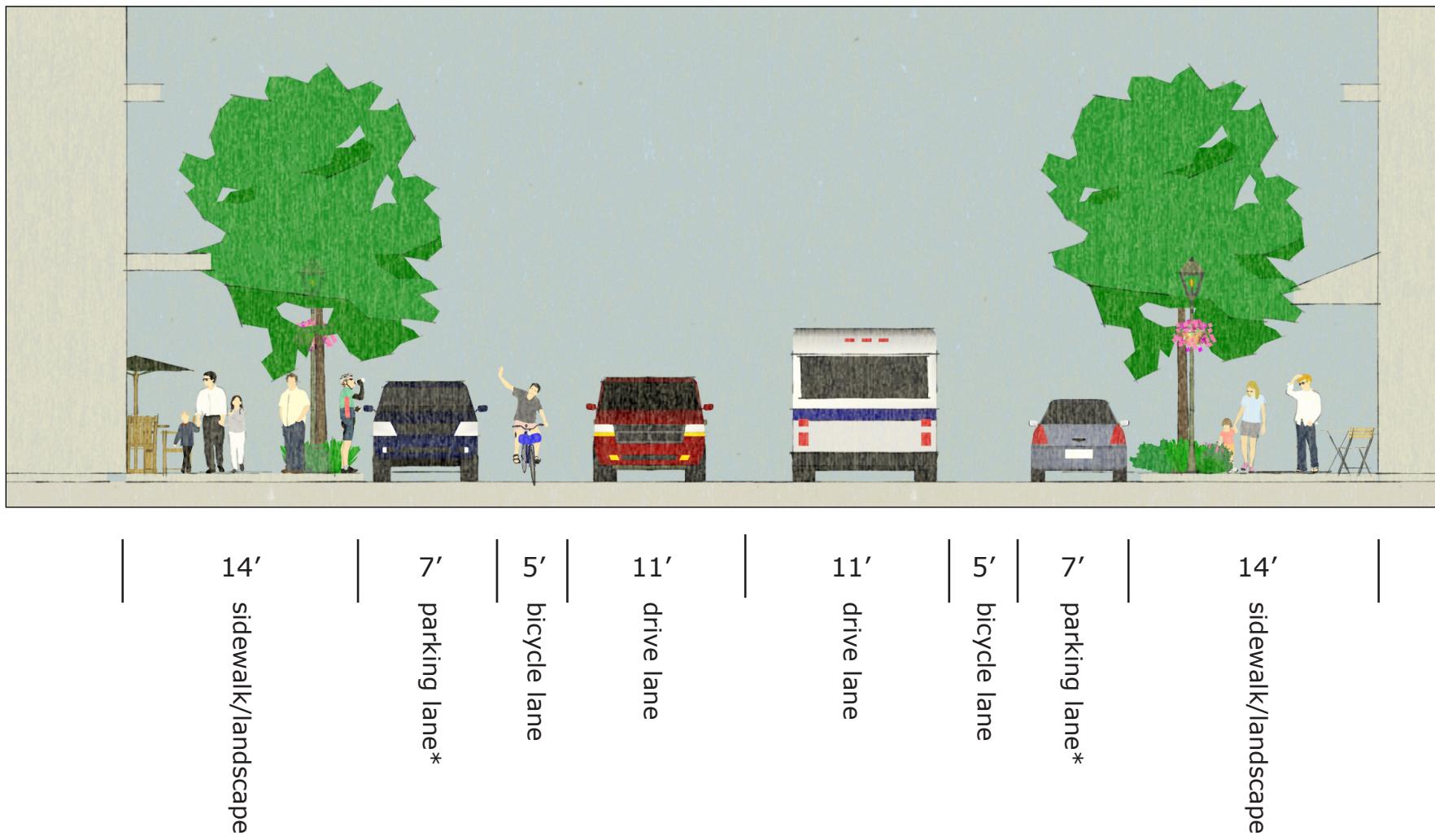
Overall, streetscape elements such as furnishings should be grouped to foster social interaction. Close attention should be paid to the relationships between streetscape elements, transit zones, storefronts, entrances, and retail uses to encourage pedestrian activity and interaction. Street furnishings should be selected so that elements are consistent and reflective of the community's goals.

Queen Anne Ave N is part of the Urban Village Transportation Network. Bus stop amenities should be included in design plans and coordinated to contribute to the urban design character of the street. In some places, bus stop consolidation may be considered.

DESIGN RECOMMENDATIONS | Streetscape

Typical streetscape north of W Crockett St

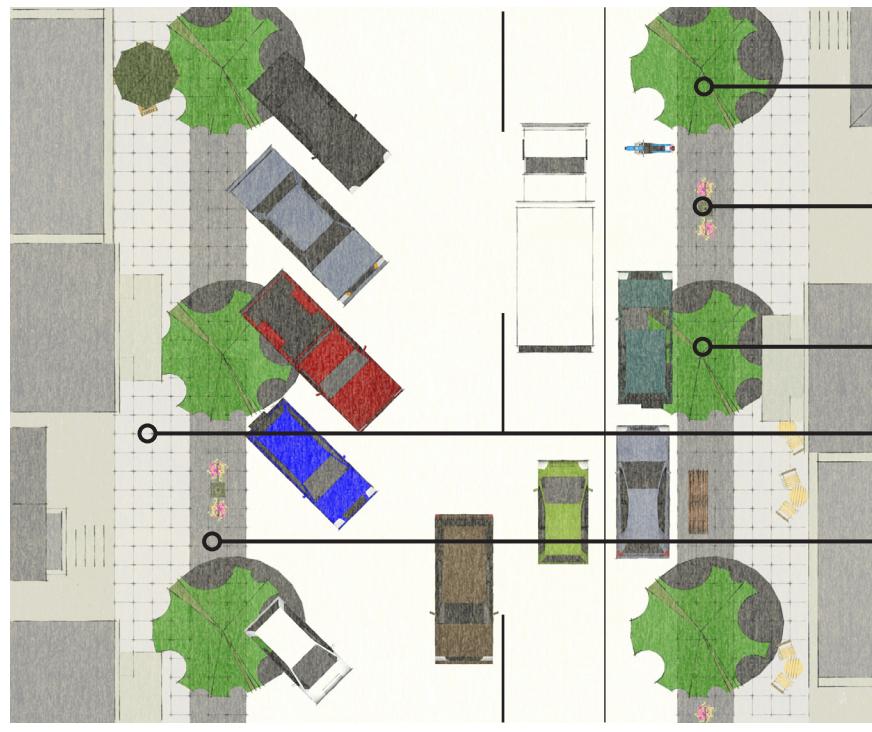
Section View, not to scale



*note: in the future, bus bulbs will likely replace the parking lane at bus stops

DESIGN RECOMMENDATIONS | Streetscape

Typical streetscape south of W Crockett St



- expandable tree pits (see pg. 7)
- pedestrian-scaled street lighting with hanging planters
- street trees
- 2x2 scored concrete paving
- consider porous* paving between tree wells

**note: porous paving has specific design, function, and maintenance requirements and it may not be appropriate in some areas*

***note: in the future, bus bulbs will likely replace the parking lane at bus stops*

In addition to the elements listed, the following should be considered in streetscape design for the extent of the study area:

- Planting beds
- Pavement inlays
- Porous paving
- Public art
- Tree pit treatments (appropriate for tree health and streetscape functions)

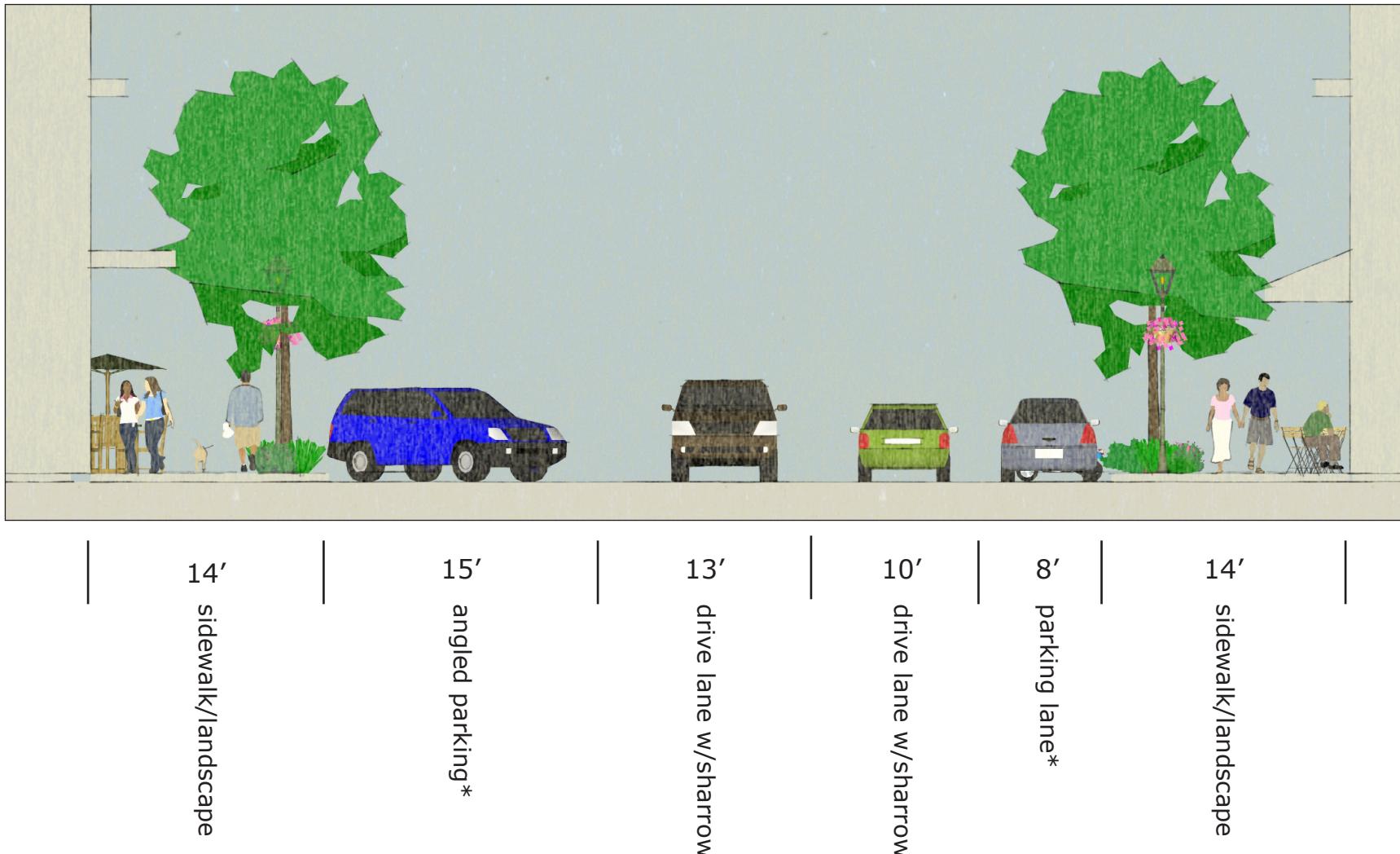
Coordinated street furnishings including:

- Bicycle parking
- Trash and recycling receptacles
- Consolidated newspaper racks
- Public benches and other outdoor seating
- Pedestrian-scaled lighting

DESIGN RECOMMENDATIONS | Streetscape

Typical streetscape south of W Crockett St

Section View, not to scale

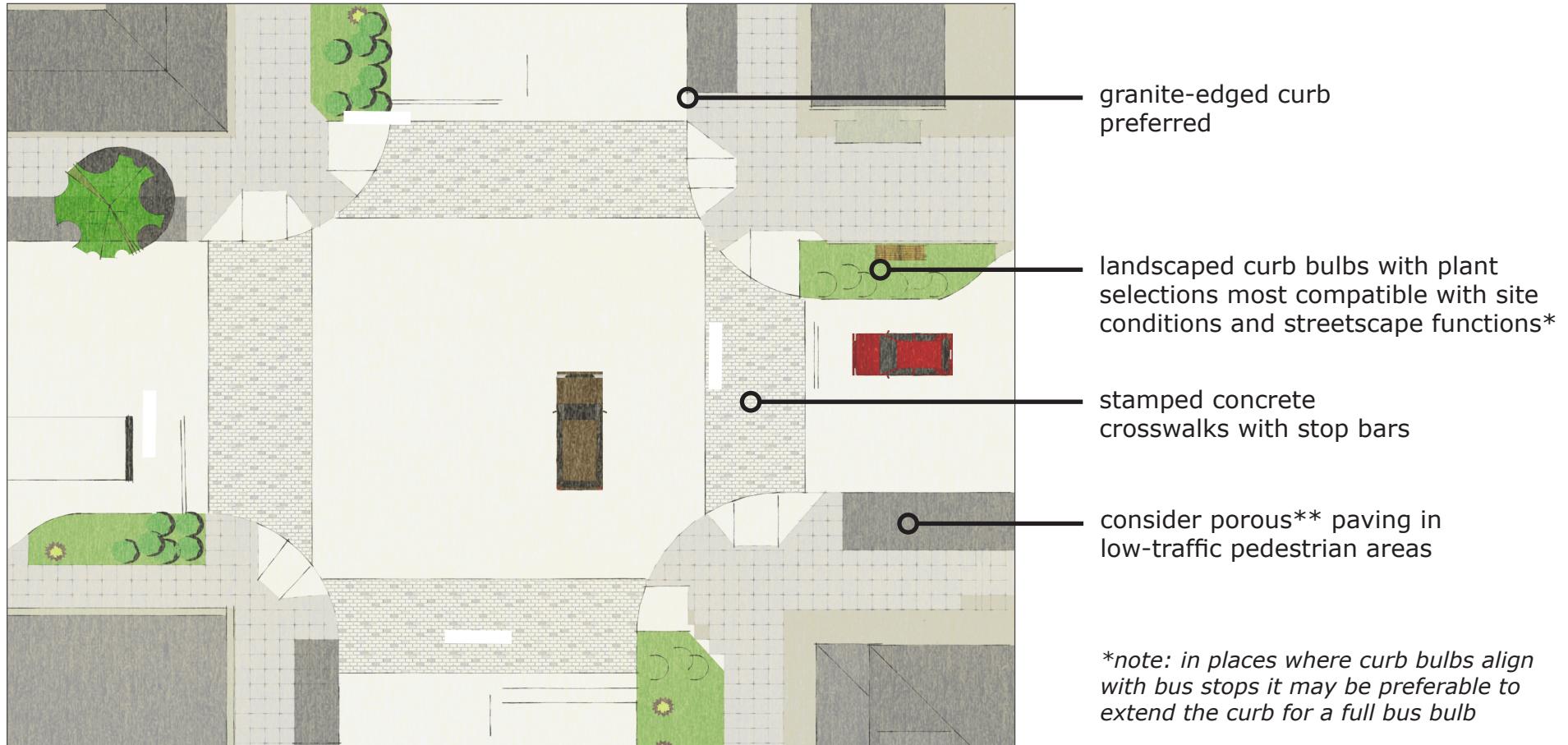


*note: in the future, bus bulbs will likely replace the parking lane at bus stops

DESIGN RECOMMENDATIONS | Intersections

Typical intersection within the study area

Plan View, not to scale



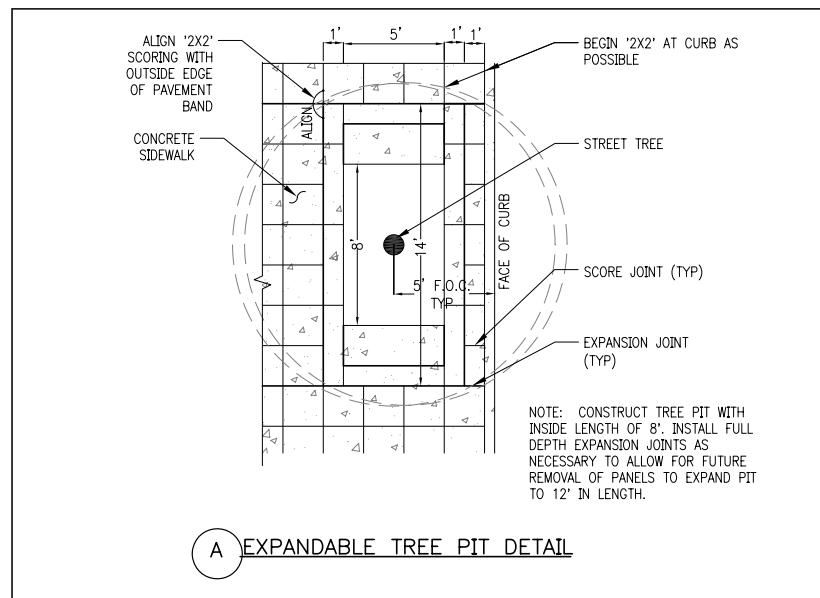
*note: in places where curb bulbs align with bus stops it may be preferable to extend the curb for a full bus bulb

**note: porous paving has specific design, function, and maintenance requirements and it may not be appropriate in some areas

DESIGN RECOMMENDATIONS | Site Specific

Urban design improvements have been made at the intersections with W McGraw St and W Galer St through the Neighborhood Street Fund. There is urban design guidance available for W Boston St and W Crockett St through the Queen Anne Community Council or the Picture Perfect Queen Anne website (<http://www.ppqa.com/>).

Additional guidance is also available from the Upper Queen Anne Design Guidelines from the Department of Planning and Development: www.seattle.gov/DPD.



Understory planting preferred on all tree pits

