Design Criteria

4.1 Introduction

The design of Seattle's street rights-of-way has a significant impact on the livability of the city as well as the health, safety and welfare of its citizens. The width of a sidewalk, diameter of a curb radius, number of lanes in the right-of-way and the location of utilities such as overhead power lines and underground waterlines all play a role in shaping the right-of-way. A street is also part of the public realm and all streets provide some form of open space including view corridors and green space in between private property and the curb.

This chapter defines the design criteria that shall be followed when designing improvements to the public rights-of-way including streets, sidewalks, trees and landscaping, and utilities. Design criteria present a consistent approach to designing each element of the right-of-way to best serve the traveling public, support land use patterns, and encourage economic growth in the City and the region. When reviewing and approving projects in Seattle's rights-of-way, the City of Seattle makes every attempt to balance the vision for a project with adopted policy, regulation and user acceptance.

The design criteria in this chapter are to be used in conjunction with other applicable City, State and National standards for right-of-way design. More information on these standards can be found in 4.1.2 City of Seattle Standard Plans and Specifications and 4.1.3 Washington State Minimum Design Standards.

4.1.1 Citywide Policy Guidance for Right-of-Way Improvements

The design criteria in this chapter have been developed consistent with appropriate local, state and national guidelines for right-of-way design. The criteria also support citywide policy defined in companion documents to this Manual, including the City of Seattle Comprehensive Plan (2005), the Transportation Strategic Plan (2005), and the Comprehensive Drainage Plan (2005).

4.1.1a City of Seattle Comprehensive Plan

The City of Seattle Comprehensive (Comp) Plan , *Toward a Sustainable Seattle*, is a 20-year policy plan that defines the vision of how Seattle will grow in ways that sustain its citizens' values. The City first adopted the Comp Plan in 1994 in response to the state Growth Management Act of 1990. The Comp Plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time. It is a collection of the goals and policies the City will use to guide future decisions about how much growth Seattle should take and where it should be located. The Comp Plan also describes in a general way how the City will address the effects of housing and employment growth on transportation, especially in designated urban centers and villages.

The Transportation Element of the Comp Plan encourages people to use cars less than they do today. One way to do that is through the urban village strategy's goal of concentrating most new housing, jobs and services near one another in small areas, so that more trips can be made by walking, biking or transit. Another way is to support new public transit options. The Transportation Element contains policies that set the stage for street design standards that will match future street improvements to the types of uses and neighborhoods the street is serving.

4.1.1b Transportation Strategic Plan

The Transportation Strategic Plan (TSP) was updated in 2005. Linked directly to the goals and policies in the Comp Plan, the TSP outlines the specific strategies, projects and programs that implement the broader city-wide goals and policies for transportation in Seattle. The TSP also includes detailed lists of projects and programs to carry out citywide transportation policy.

4.1.1c Comprehensive Drainage Plan

The City of Seattle adopted a new Comprehensive Drainage Plan (2005) that charts a course for how to manage stormwater in our City. The Comprehensive Drainage Plan charts a broader course for surface water management that reflects Seattle Public Utilities (SPU) strengthened commitment to protecting and, where possible, improving Seattle's surface water resources. The Plan divides SPU's drainage program into four areas:

- Stormwater and Flow Control
- Landslide Mitigation
- Aquatic Resource Protection – Water Quality
- Aquatic Resource Protection – Habitat

The Plan contains the policy guidance, levels of service and direction for capital and operating programs for each of these four areas.

4.1.2 City of Seattle Standard Plans and Specifications

The City of Seattle has developed design and construction standards for improvements in public rights-of-way to protect the health, safety, and welfare of the public and to minimize post-construction maintenance and repair costs. These standards shall be followed, together with the design criteria presented in this chapter and as required by the Seattle Municipal Code (SMC).

City of Seattle Standards for the design and construction of specific elements of rights-of-way improvements are contained in two publications that are referred to in this Manual by the shortened combined title, Standard Plans and Specifications.

- City of Seattle Standard Plans for Municipal Construction. Individual plans from this publication are referred to in this Manual as "Standard Plan" followed by the number of the plan.
- City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction. Individual specifications from this publication are referred to in this Manual as "Standard Specification" followed by the number of the specification.

In the event of a conflict, Standard Plans and Specifications take precedence over the Manual. In certain cases, a deviation from the design criteria presented in the Manual may be appropriate. Get more information about the deviation process.

4.1.3 Washington State Minimum Design Standards

In addition to the design criteria in this chapter and Seattle's Standard Plans and Specifications, right-of-way design elements must also comply with the minimum design standards for major arterial and secondary arterial streets in the State of Washington. These minimum design standards are established and adopted in the Revised Code of Washington (RCW) 35.78 020 Streets – Classification and Design Standards, and have been published in the City and County Design Standards.

4.1.4 Deviation Process

In some cases, right-of-way constraints or other factors may limit an applicant's ability to meet minimum design requirements. An applicant may also choose to apply for a deviation to design standards or criteria for certain elements of their project. SDOT and DPD will need to consult with the applicant in the early phases of the project to determine if the deviation is appropriate and can be approved. Other entities may need to be involved in the deviation process, depending on the location and nature of the deviation request. Get more information on how to

apply for a deviation from the design criteria presented in this chapter.

4.1.4a Exceptions from Washington State Minimum Standards

Per the City and County Design Standards, it is noted that the professional engineer in charge of the project must evaluate each design situation, and if less than the desirable value is chosen, appropriate documentation laying out the reasons and conclusions should be placed in the project's design files.

Thus while this document provides design standards, it is not a substitute for engineering judgment.

"In adopting these standards, the (State's design review) committee seek to encourage standardization of road design elements where necessary for consistency and to assure that motoring, bicycling, and pedestrian public safety needs are met. Considerations include safety, convenience, context sensitive solutions, proper drainage, and economical maintenance. The committees recognize that cities and counties must have the flexibility to carry out the general duty to provide streets, roads, and highways for the diverse and changing needs of the traveling public.

These standards cannot provide for all situations. They are intended to assist, but not to substitute for, competent work by design professionals. It is expected that land surveyors, engineers, and architects will bring to each project the best skills from their respective disciplines. These standards are also not intended to limit any innovative or creative effort, which could result in better quality, better cost savings, or both. An agency may adopt higher standards to fit local conditions. Special funding programs may also have varying standards."

- *excerpted from the City and County Design Standards*

In any case, evaluation and ultimate approval of deviations to existing street design standards and criteria are the responsibility of SDOT.

4.1.5 Resource Documents

A number of resource documents were used to compile the design criteria in this chapter:

- American Association of State Highway and Transportation Officials (AASHTO) Guidelines and Policies
- Washington State Department of Transportation (WSDOT) and American Public Works Association (APWA) Washington Chapter joint publication, Standard Specifications for Road, Bridge, and Municipal Construction
- Washington State City and County Design Standards for the Construction of Urban and Rural Arterials and Collectors
- Federal Highway Administration Manual of Uniform Traffic Control Devices
- The Seattle Municipal Code, Title 11, 15, 16 and 23
- Americans with Disabilities Act (ADA) Standards for Accessible Design
- City of Seattle Critical Areas Ordinance (SMC 25.09.060)
- TCRP Report 19 Guidelines for the Location and Design of Bus Stops
- TCRP Report 26 Operational Analysis of Bus Lanes on Arterials
- TCRP Report 33 Transit-Friendly Streets: Design and Traffic Management Strategies to Support Livable Communities

- Sound Transit Facility Guidelines & Standards
- TriMet Bus Stop Guidelines 2002

4.2 Street Classifications and Street Types

The City of Seattle classifies streets according to different levels of emphasis on motor vehicle movement versus direct access to property. At one end of the hierarchy, a freeway emphasizes traffic movement, while restricting access to adjacent land. At the other end of the hierarchy, a local street provides easy access to adjacent residential, commercial, and industrial land uses. A description of Seattle's street classifications is located in the Comprehensive Plan and further defined with maps if each classification in the Transportation Strategic Plan. Although street classifications do not change frequently, they are modified periodically. Any changes to traffic classifications are adopted by City Council Ordinance. Please confirm the classification of streets adjacent to a site with a plan review analyst.

Seattle's traffic classifications are based on the American Association of State Highway and Transportation Officials (AASHTO) standards that identify major functional classifications for all urbanized areas that have over 50,000 people.

The Traffic Classifications define the arterial network and include Interstate Freeways, Regional, Principal, Minor and Collector Arterial streets, Commercial and Residential Access Streets and Alleys. The arterial network is the "backbone" of the roadway system and accommodates the most trips for all modes.

In addition to the traffic classifications, Seattle's street classifications define networks of streets citywide that are designed to accommodate freight, transit, pedestrians and bicycles. A classification also exists to define Seattle's boulevard system. They are as follows:

Major Truck Streets accommodate significant freight movement through the city and to and from major freight traffic generators including Port of Seattle Terminals, inter-modal rail facilities and the regional freeway network. The Major Truck Street network defines critical connections for freight movement throughout the City and these roadways need to maintain the function of, and capacity for truck movements. Major Truck Streets generally carry heavier loads and higher truck volumes.

Transit Classifications define a network of streets throughout the city that accommodate various levels of transit service.

Bicycle Classifications define an on and off street network of bicycle routes throughout the city.

Boulevard Classifications describe the existing system of boulevards, most of which are owned by the Seattle Parks and Recreation (SPR). Traffic is accommodated on every boulevard and design features must be approved by both SDOT and SPR.

4.2.1 Street Types

Seattle's street classifications (refer to Comp Plan Policies T10-T15 and Transportation Strategic Plan strategies S3-3.5) define how a street should function to support movement of people, goods and services versus access to property. However, street classifications by themselves are not an adequate local planning and design tool. The design of a street--intersections, sidewalks, and transit stops should reflect the adjacent land uses because the type and intensity of the adjacent land use directly influences how the street is used. Street Types are not additional classifications, but provide a more specific definition of the design elements that support the street's function and its adjacent land use.

Street Classifications and Street Types provide design guidance for anyone doing work in Seattle's street rights-of-way. Refer to the table below, Identifying Street Classifications and Street Types, to assist with identifying the Street Classification and Street Type that applies to a project. Sections 4.2.1a through 4.2.1h provide more information on design features that are compatible with each Street Type.

SDOT will review street designs and operational characteristics to ensure that a reasonable balance is achieved among competing uses. This role is critical in Seattle, where there is typically very limited space within the right-of-way to accommodate the needs of pedestrians, transit, bicyclists, freight, cars, landscaping, utilities, and parking.

Not all streets in Seattle currently have a designated Street Type. Refer to SDOT's Street Types map.

Street Types Definition
(Reprinted from the Transportation Strategic Plan)

Name of Street Type	Street Classification	Adjacent Land Use
Regional Connector	Principal Arterial	Industrial, Commercial, Residential
Commercial Connector	Minor Arterial	Commercial, Residential
Local Connector	Collector Arterial	Residential, Institutional (community service)
Main Street	Arterial—all	Neighborhood commercial with a pedestrian designation
Mixed Use Street	Arterial—all	Neighborhood commercial
Industrial Access Street	Arterial—all, non-arterials in commercial areas	Industrial, Maritime
Green Street	Non-arterial in Downtown Seattle	Residential
Neighborhood Green Street	Non-arterial outside of Downtown Seattle	Residential

Identifying Street Classifications and Street Types

#	Information Needed	Resources
1	Is my project located on an arterial street?	Street Classification Map—Traffic Classifications. Transportation Strategic Plan 2005.
2	Does the street my project is located on have a truck, transit, bicycle or boulevard classification?	Street Classification Map—Truck, Transit, Bicycle and Boulevard Classifications. Transportation Strategic Plan 2005. Major Truck Street and Transit Classifications are an important criterion for street design, traffic management decisions and pavement design and repair. The Bicycle and Boulevard Classifications also define certain design priorities or additional reviews needed before a project approval can be granted.
3	My project is located on an arterial. What is its Street Type?	Street Type Policy in the Comprehensive Plan and Transportation Strategic Plan, Street Type Map and Design Guidance in this Manual, Section 4.2.1 Street Types.
4	My project is located on a local street (non-arterial) but has industrial zoning.	The Industrial Access Street Type applies to arterial as well as local (non-arterial) streets that serve industrial land uses.
5	My project is located on a designated Green Street or Neighborhood Green Street.	The Green Street and Neighborhood Green Street Types apply to local (non-arterial) streets. Also reference Green Street design guidelines in this Manual Chapter 6.2 Green Streets and Chapter 6.4 Natural Drainage Systems for streets in creek watersheds.
6	My project is located on a multi-use trail.	Street Classification Map—Truck, Transit, Bicycle and Boulevard Classifications. Transportation Strategic Plan 2005. The Bicycle and Boulevard Classifications also define certain design priorities or additional reviews needed before a project approval can be granted.

4.2.1a Regional Connector Streets

Regional Connector streets are principal arterials that link urban villages to each other and connect to regional destinations outside of the city. Although they must be accessible and attractive to all modes, they are designed to provide city-wide and regional access for transit, cars and truck trips. Regional Connectors also connect designated manufacturing and industrial centers to the local and regional freight network. They move high volumes of traffic through the city and between urban villages.

Street Design Features	Character
Curb bulbs	With on-street parking, and in locations with frequent pedestrian crossings, curb bulbs may be appropriate if they are designed to accommodate the turning movements of trucks and transit vehicles.
Bicycle routes	Bicycle routes may occur on Regional Connectors if no feasible alternative route exists, Bicycle access on or parallel to Regional Connectors is important as they are often the most direct link between dense residential neighborhoods and employment centers.

Truck route signage	Signage is encouraged that directs trucks to destinations such as Port facilities, inter-modal rail yards, the regional freeway network and to Seattle's Manufacturing and Industrial Centers.
Medians	Use on streets with three or more lanes only. Medians can be continuous. Appropriate in locations where high volumes of pedestrian crossings occur and depending on left-turn movements. Medians are an access management tool and can also accomplish a variety of community goals such as limiting cut-through traffic, and environmental benefits from trees and landscaping.
Crossing islands	Use on streets with three or more lanes only. Typically a crossing tool used at a crossing location not controlled by a traffic signal.
Sidewalk width	As wide as possible to accommodate pedestrians once vehicle access needs are addressed. Additional sidewalk width is encouraged in the vicinity of transit zones.
Driveways	Minimize the number of driveways that cross the sidewalk to support pedestrian safety and establish a continuous sidewalk.
Street trees and landscaping	A planting strip is encouraged to provide safety through separation between pedestrians and moving traffic. They also provide environmental and aesthetic benefits. Trees in transit zones should be located to be compatible with transit passenger loading areas and maintained so as not to interfere with transit vehicle access.
Street furniture	Bus shelters are appropriate in transit zones. Wayfinding signs and other street furnishings are appropriate where right-of-way width allows.
Pedestrian scaled lighting	Prioritize at pedestrian crossing locations, in transit zones, where there are concerns about personal security, and in where adjacent land uses support pedestrian activity.
Decorative elements	Decorative elements (including public art and special paving) may be appropriate if adequate right-of-way width exists and long term maintenance issues are addressed.
Awnings or other weather protection	Appropriate in locations where adjacent land uses support high pedestrian volumes, including transit zones.

Refer to Figure 4-1: Regional Connector Street Type Section

Priority Design Features

• Sidewalks buffered from moving traffic by additional sidewalk width or planting strip
• Pedestrian facilities including weather protection and lighting at transit zones and in locations where adjacent land uses support pedestrian activity
• Bicycle access accommodated if parallel route is not feasible

4.2.1b Commercial Connector Streets

Commercial Connector streets are minor arterials that provide connections between commercial areas of the city, such as neighborhood business districts. They also provide local access within urban villages.

Street Design Features	Character
Curb bulb	Curb bulbs may be appropriate in locations where there is on-street parking.
Bus bulbs	Appropriate in locations to support high transit ridership where on-street parking is a lower priority and reliable transit service.
On-street parking	Prioritize short-term visitor and resident parking when adjacent to commercial and residential land uses respectively. On-street parking should be considered after transit service is accommodated, and may be restricted during peak commuter periods.
Bicycle routes	Sign and/or stripe bicycle lanes on designated bicycle routes. Prioritize those routes that are the most direct link between dense residential neighborhoods and employment centers.
Truck route signage	Signage to assist trucks is appropriate in locations that have key freight destinations such as Port facilities, the regional freeway network and to Seattle's Manufacturing and Industrial Centers.
Medians	Use on streets with three or more lanes only. Medians can be continuous. Appropriate in locations where high volumes of pedestrian crossings occur and depending on left-turn movements. Medians are an access management tool and can also accomplish a variety of community goals such as limiting cut-through traffic, and environmental benefits from trees and landscaping.
Crossing islands	Use on streets with three or more lanes only. Typically a crossing tool used at a crossing location not controlled by a traffic signal.
Sidewalk width	As wide as possible to accommodate pedestrians in balance with vehicle access needs. Additional sidewalk width is encouraged in the vicinity of transit zones.
Street furniture	Benches, bus shelters, bike parking, and wayfinding are appropriate if the right-of-way is sufficiently wide to accommodate street furniture and still meet the needs for sidewalk width and landscaping.
Street trees and landscaping	A planting strip is desirable and provides safety through separation between pedestrians and moving traffic. They also provide environmental and aesthetic benefits. Trees in transit zones should be located to be compatible with transit passenger loading areas and maintained so as not to interfere with transit vehicle access.
Driveways	Minimize the number of driveways that cross the sidewalk to support pedestrian safety and establish a continuous sidewalk.
Pedestrian scaled lighting	Prioritize at pedestrian crossing locations, in transit zones, where there are concerns about personal security, and in where adjacent land uses support pedestrian activity.
Decorative elements	Decorative elements (including public art and special paving) may be appropriate if adequate right-of-way width exists and long term maintenance issues are addressed
Awnings or other weather	Appropriate in locations where adjacent land uses support high pedestrian volumes, including transit zones.

protection

Refer to Figure 4-2: Commercial Connector Street Type Section

Priority Design Features

- Wide sidewalks and planting strip buffer walking area from moving traffic
- Street trees and landscaping
- Bus shelters at transit zones
- Signed and/or striped bicycle lanes on designated bicycle routes

4.2.1c Local Connector Streets

Local Connector streets are collector arterials that provide direct connections between pedestrian generators (e.g., residences, transit stops) and destinations (e.g., community centers, schools, neighborhood main streets). They are designed to emphasize walking, bicycling, and access over mobility and tend to be more pedestrian oriented than Commercial Connector Streets.

Street Design Features	Character
Curb bulbs	Use in locations with on-street parking.
Bus bulbs	Appropriate in locations with high transit ridership where on-street parking is a lower priority.
Medians	Use on streets with three or more lanes only. Medians can be continuous. Appropriate in locations where high volumes of pedestrian crossings occur and depending on left-turn movements. Medians are an access management tool and can also accomplish a variety of community goals such as limiting cut-through traffic, and environmental benefits from trees and landscaping.
Crossing islands	Use on streets with three or more lanes only. Typically a crossing tool used at a crossing location not controlled by a traffic signal.
On-street parking	Where sufficient right-of-way exists, on-street parking is encouraged and has benefits for residents, business districts and may provide some traffic calming effect. Should only be encouraged where transit service is not a priority.
Bicycle lanes	Sign and stripe bicycle lanes on designated bicycle routes.
Sidewalk width	Wide sidewalks support pedestrian activity and are a high priority.
Street furniture	Benches, bus shelters, bike parking, and wayfinding are appropriate if the right-of-way is sufficiently wide to accommodate street furniture and still meet the needs for sidewalk width and landscaping.
Street trees and landscaping	A planting strip is to provide safety through separation between pedestrians and moving traffic. They also provide environmental and aesthetic benefits. Trees in transit zones should be located to be compatible with transit passenger loading areas and maintained so as not to interfere with transit vehicle access.
Driveways	Minimize the number of driveways that cross the sidewalk to support pedestrian safety and establish a continuous sidewalk.

Pedestrian scaled lighting	Prioritize at pedestrian crossing locations, in transit zones, where there are concerns about personal security, and in where adjacent land uses support pedestrian activity.
Awnings or other weather protection	Appropriate in locations where adjacent land uses support high pedestrian volumes, including transit zones.

Refer to Figure 4-3: Local Connector Street Type Section

Priority Design Features

- Wide sidewalks with planting strips
- Signed and/or striped bicycle lanes on all designated bicycle routes
- Street trees and landscaping
- Traffic calming may be appropriate
- Bus shelters at transit stops

4.2.1d Main Streets

Main Streets are arterial streets located within the most pedestrian-oriented sections of neighborhood business districts. These arterial streets and adjacent properties have a "pedestrian designation" in the Seattle Municipal Code that requires new development to have pedestrian-friendly features.

Street Design Features	Character
Curb bulbs	Use in combination with on-street parking to support pedestrian activity at corners and shorten crossing distances.
Bus bulbs	Appropriate in locations with high transit ridership. Impacts to on-street parking should be considered.
On-street parking	Appropriate in business districts consistent with the goals of the neighborhood, the City and in locations after transit service is accommodated. When on-street parking exists, it is actively managed for passenger and truck loading, and short-term customer access.
Bicycle routes	Stripe and/or sign designated bicycle routes.
Medians	Use on streets with three or more lanes only. Medians can be continuous. Appropriate in locations where high volumes of pedestrian crossings occur and depending on left-turn movements. Medians are an access management tool and can also accomplish a variety of community goals such as limiting cut-through traffic, and environmental benefits from trees and landscaping.
Crossing islands	Use on streets with three or more lanes only. Typically a crossing tool used at a crossing location not controlled by a traffic signal.
Sidewalks	Wide sidewalks support pedestrian activity and are a high priority.

Street trees and landscaping	Wide planting strip with mature street trees and landscaping significantly enhance the street for pedestrians. Trees in transit zones should be located to be compatible with transit passenger loading areas and maintained so as not to interfere with transit vehicle access.
Pedestrian scaled lighting	Pedestrian scaled lighting lights the sidewalk and provide a consistent vertical design element to the streetscape. Prioritize at pedestrian crossing locations, in transit zones, where there are concerns about personal security, and in where adjacent land uses support pedestrian activity.
Street furniture	Benches, bus shelters, bicycle parking and signs and maps (wayfinding) are all encouraged to support pedestrian activity and comfort. Consistent design among street furniture elements can enhance the streetscape and should be considered.
Driveways	Minimize the number of driveways that cross the sidewalk to support pedestrian safety and establish a continuous sidewalk.
Awnings and weather protection	Encouraged, especially in locations where adjacent land uses support high pedestrian volumes, including transit zones.

Priority Design Features

- Wide sidewalks and planting strip
- Curb bulbs in locations where there is on-street parking
- Street trees and landscaping
- Pedestrian scaled lighting
- Street furniture
- Awnings and weather protection
- Signed and/or striped bicycle lanes on designated bicycle routes
- Bike parking in business districts
- Short-term, on-street parking

4.2.1e Mixed Use Streets

Mixed Use Streets are arterials located in neighborhood commercial areas that do not have a pedestrian land use designation. They typically connect to Main Streets and have adjacent land uses that are fairly dense and mixed use. Mixed Use Streets accommodate all modes of travel with particular emphasis on supporting pedestrian, bicycle and transit activity.

Street Design Features	Character
Curb bulbs	Use in combination with on-street parking to support pedestrian activity at corners, shorten crossing distances and slow speeds for turning vehicles.
Bus bulbs	Appropriate in locations with high transit ridership. Impacts to on-street parking should be considered.
Medians	Use on streets with three or more lanes only. Medians can be continuous. Appropriate in locations where high volumes of pedestrian crossings occur and

	depending on left-turn movements. Medians are an access management tool and can also accomplish a variety of community goals such as limiting cut-through traffic, and environmental benefits from trees and landscaping.
Crossing islands	Use on streets with three or more lanes only. Typically a crossing tool used at a crossing location not controlled by a traffic signal.
On-street parking	Appropriate in business districts consistent with the goals of the neighborhood, the City and in locations after transit service is accommodated. When on-street parking exists, it is actively managed for passenger and truck loading, and short-term customer access.
Bicycle routes	Stripe and/or sign designated bicycle routes.
Sidewalks	Wide sidewalks support pedestrian activity and are a high priority.
Street trees and landscaping	Wide planting strip with mature street trees and landscaping significantly enhance the street for pedestrians. . Trees in transit zones should be located to be compatible with transit passenger loading areas and maintained so as not to interfere with transit vehicle access.
Pedestrian scaled lighting	Pedestrian scaled lighting lights the sidewalk and provide a consistent vertical design element to the streetscape. Prioritize at pedestrian crossing locations, in transit zones, where there are concerns about personal security, and in where adjacent land uses support pedestrian activity.
Street furniture	Benches, bus shelters, bicycle parking and signs and maps (wayfinding) are all encouraged to support pedestrian activity and comfort.
Driveways	Minimize the number of driveways that cross the sidewalk to support pedestrian safety and establish a continuous sidewalk.
Awnings and weather protection	Encouraged, especially in locations where adjacent land uses support high pedestrian volumes, including transit zones.

Refer to Figure 4-5: Mixed Use Street Type Section

Priority Design Features

- Wide sidewalks and planting strips
- Curb bulbs in locations where there is on-street parking
- Street trees and landscaping
- Pedestrian scaled lighting
- Awnings and weather protection
- Signed and/or striped bicycle lanes on designated bicycle routes
- Bike parking in business districts

4.2.1f Industrial Access Streets

Industrial Access Streets are arterials and non-arterials that are adjacent to industrial and manufacturing land uses. They are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles.

Street Design Features	Character
On-street parking	Load zones in locations to accommodate truck delivery.
Truck route signage	Signage is encouraged that directs trucks to destinations such as Port facilities, inter-modal rail yards, the regional freeway network and to Seattle's Manufacturing and Industrial Centers.
Sidewalk width	Sidewalk width must meet minimum requirements and may be wider if sufficient right-of-way exists once vehicle access needs are addressed. Additional sidewalk width is encouraged in the vicinity of transit zones.
Street trees and landscaping	A planting strip with low landscaping or high branching trees is encouraged to support freight mobility and to provide separation between moving traffic and pedestrians. Tree limbs should not interfere with truck movements.
Bicycle lanes	Parallel facility recommended to accommodate bicycle connections.

Refer to Figure 4-6: Industrial Access Street Type Section

Priority Design Features

- Truck route signage
- Load zones to support delivery activities
- Low landscaping or high branching trees in planting strips

4.2.1g Green Streets

Green Streets are designated on a number of non-arterial streets within Downtown Seattle. Landscaping, historic character elements, traffic calming, and other unique features distinguish Green Streets from other Street Types. Refer to Chapter 6.2 Green Streets for a complete description of right-of-way improvements on Green Streets.

Street Design Feature	Character
Curb bulbs	Use in combination with on-street parking to support pedestrian activity at corners, shorten crossing distances and slow speeds for turning vehicles.
Bus bulbs	Appropriate in locations with high transit ridership. Impacts to on-street parking should be considered.
On-street parking	On-street parking may be appropriate to support short-term customer access, but should be limited to allow for pedestrian facilities.
Bicycle routes	Bicycles share the road with motor vehicles on these slow speed, non-arterial streets.
Sidewalks	Wide sidewalks support pedestrian activity and are a high priority.
Street trees and landscaping	Wide planting strip or double rows of street trees with mature street trees and landscaping enhance the street for pedestrians, while maintaining adequate and comfortable sidewalk width.
Pedestrian scaled	Pedestrian scaled lighting that lights the sidewalk and provide a consistent

lighting	vertical design element to the streetscape.
Street furniture	Benches, bus shelters, bicycle parking and signs and maps (wayfinding) are all encouraged to support pedestrian activity and comfort. Consistent design among street furniture elements can enhance the streetscape and should be considered.
Driveways	Driveways that cross the sidewalk are not encouraged.
Awnings or other weather protection	Appropriate in locations where adjacent land uses support high pedestrian volumes, including transit zones.

Refer to Figure 4.7: Green Street Type Section

Priority Design Features

- Wide sidewalks and planting strip
- Tight curb radii (and curb bulbs when there is on-street parking)
- Curb bulbs in locations where there is on-street parking
- Street trees and landscaping
- Driveways not encouraged in order to create a continuous sidewalk
- Pedestrian scaled lighting
- Street furniture
- Awnings and weather protection
- Bike route shared with motor vehicles

4.2.1h Neighborhood Green Streets

Neighborhood Green Streets may be any non-arterial street outside of Downtown Seattle. Similar to Green Streets, Neighborhood Green Streets emphasize pedestrian facilities, landscaping, historic character elements, traffic calming, and other unique features. Refer to Chapter 6.2 Green Streets for a more complete description of right-of-way improvements on Neighborhood Green Streets.

Street Design Feature	Character
On-street parking	On-street parking may be appropriate to support short-term customer access, but should be limited to allow for pedestrian facilities.
Bicycle routes	Bicycles share the road with motor vehicles on these slow speed, non-arterial streets.
Sidewalks	Wide sidewalks or walkways in areas without curbs support pedestrian activity and are a high priority.
Street trees and landscaping	Wide planting strip or double rows of street trees with mature street trees and landscaping enhance the street for pedestrians.
Drainage	Natural drainage systems are encouraged in creek watersheds Refer to Chapter 6.4 Natural Drainage Systems for more detail.
Pedestrian scaled lighting	Pedestrian scaled lighting that lights the sidewalk and provide a consistent vertical design element to the streetscape.
Street lighting	Pedestrian scaled lighting that lights the sidewalk, especially on streets

	leading to schools, community centers or transit stops.
Street furniture	Benches, bus shelters, bicycle parking and signs and maps (wayfinding) are all encouraged to support pedestrian activity and comfort. Consistent design among street furniture elements can enhance the streetscape and should be considered.
Driveways	Driveways that cross the sidewalk are not encouraged.
Awnings or other weather protection	Appropriate in locations where adjacent land uses support high pedestrian volumes, including transit zones.

Refer to Figure 4-8: Neighborhood Green Street Type Section—without Curb

Refer to Figure 4-9: Neighborhood Green Street Type Section—with Curb

Priority Design Features

- Walkways and planting strip
- Street trees and landscaping
- Driveways not encouraged in order to create a continuous sidewalk
- Natural drainage encouraged
- Pedestrian scaled lighting
- Street furniture
- Awnings and weather protection
- Bike route shared with motor vehicles

4.3 Design Criteria General Notes

Conceptual sketch of the public right-of-way in a neighborhood business district showing underground utilities.

- As described in Section 4.1.2: City of Seattle Standard Plans and Specifications all elements of the public right-of-way shall be designed and installed according to City of Seattle Standard Plans and Specifications for Road, Bridge and Municipal Construction, most current edition. Please note that each Standard Plan includes one or more related Standard Specification references.
- Client Assistance Memos (CAMs) developed by DPD, SDOT and SPU are available on line, and at the Applicant Service Center at DPD. Copies of SDOT's CAMs are also available at the SDOT Street Use Counter. Get more information about the Applicant Service Center or contact them directly.
- Please note that revisions to information in this Manual and related links are completed on a regular basis; it is the applicant's responsibility to make sure to reference the most current documents. In the case that a document has been revised more recently than the update cycle for this Manual; the most current documents supersedes the information provided in this Manual.
- The Design Criteria presented in this chapter constitute a set of requirements for the design, construction and maintenance of improvements within public rights-of-way.
- The Design Considerations presented in this chapter are not requirements, but do present information that is important to consider in the design, construction and maintenance of improvements within public rights-of-way.

4.4 Grading

4.4.1 Definition

Complete and proper street grading can be a challenge in Seattle because of steeply sloping and variable topography. Construction of street improvements requires grading the right-of-way to the standard design cross section at the permanent street grade. SDOT establishes grades for permanent improvements of each street and alley to minimize (as much as possible) adverse impacts on adjacent private property.

Private developments must be designed to accommodate this planned permanent street grade so when a street is fully improved with pavement, curbs, and sidewalks, the street grade will not

- Result in driveways that are too steep;
- Require retaining walls to protect foundations and landscaping; and
- Create the possibility of an inaccessible or unsafe condition.

4.4.2 Design Criteria

Grading for Standard Design Cross Section: The standard design cross section consists of a crowned roadway centered in the right-of-way, sloping down at 2% from the crown to the gutter line, with a 6-inch high curb and a 2% slope up from the top of the curb to the right-of-way line. See the standard design street details in 4.10: Design Cross Section. New development shall be designed to accommodate the revised design cross section.

Permanent street grades: SDOT establishes permanent street grades at the right-of-way line for most of Seattle's public rights-of-way. These standard profiles are available at the Seattle Public Utilities Records Vault. The approved street elevations form a design control for on-site development. In some cases, such as in steep slope areas, the graded section may not extend all the way to the right-of-way line or the roadway may be offset from the centerline. The standard

profiles indicate when the grade line is not congruent with the right-of-way line.

Whether street improvements currently exist, are to be installed in conjunction with the project, or will be constructed at some time in the future, driveways and other permanent on-site structures shall be designed and constructed to accommodate the permanent street elevations at the right-of-way line. If the project does not require street improvements, refer to the Building Grade Sheet on-line tool to ensure your project meets the permanent established street elevations.

Centerline Profile: The centerline profile shall have a constant slope from cross-street to cross-street, with vertical curves as needed at street intersections. Additional slope changes within the block are permitted only when a constant slope cannot be obtained or when needed to accommodate street drainage.

Maximum Slope: The project shall be designed so that any new grading on site will not exceed the maximum slope permitted if it becomes necessary in the future to adjust site grades to accommodate grading for street improvements. The maximum slope permitted without a retaining wall is two horizontal to one vertical (2H:1V). Grades steeper than this require installation of a reinforced concrete retaining wall.

Survey: Because of the relationship between street grades and site grades, it is essential that survey information for both on-site and off-site improvements be based on NAVD-88 datum, using City of Seattle bench marks and monuments as reference points. For specific details go to - Washington Council of County Surveyors. When no profile has been established for the streets abutting and leading to the development site, the developer shall provide a survey of the street area by a licensed surveyor for the purpose of establishing the proposed centerline profile. SDOT must approve the centerline profile of the street and accompanying centerline elevations proposed by the developer's professional civil engineer.

The survey shall extend the full length of the block plus 50 feet on either side, show adequate cross section, and be based on NAVD-88 Datum. Include NAVD-88 marks with id numbers, descriptions, locations and elevation. Get more complete information on survey requirements.

Maximum/Minimum Roadway Grade: The following tables show crown elevations along the centerline of a traveled way.

Street Classification	Maximum roadway profile grade permitted
Principal Arterials	9%
Commercial Access Streets	9%
Collector Arterials	10%
Minor Arterials	10%
Residential Access Streets	17%
Alleys	17%
Surface Material	**Minimum roadway centerline profile grade permitted**
Asphalt roadway	1%
Concrete roadway	½%

If the proposed roadway cannot be kept below the maximum slope the project may meet the street improvement exception criteria defined in the Land Use Code, SMC 23.53.

Vertical Alignment: Vertical curves shall be based on appropriate design standards (City and County Design Standards, AASHTO or WSDOT Design Manual) and shall not be less then the following minimum vertical curves:

Roadway Posted Speed Limit	Minimum Vertical Curve
35 mph or less	3 times the design speed (V d) where V d is 5 mph greater than the posted speed limit
Greater than 35 mph	3 times the design speed (V d) where V d is 10 mph greater than the posted speed limit

Horizontal Alignment: Design speeds are established by the City Traffic Engineer based on current engineering standards and practices. A minimum horizontal radius with a maximum 4% super elevation for urban conditions are as follows:

Design Speed	Design Radius
20 mph	125 feet
25 mph	205 feet
30 mph	300 feet
35 mph	420 feet
40 mph	565 feet

Re-grading for Construction: When the area of the site adjacent to a public right-of-way is to be altered or is disturbed during construction, any re-grading on the site and in the street shall be consistent with the established street elevations shown on the standard profiles. The design of on-site improvements such as foundations, footings, floor elevations, building entries, driveways, and utility service connections shall be compatible with all grading that will be required to install future street improvements. Curbs damaged during construction shall be replaced with a 6-inch high curb. This is especially critical to project design when the building and doorways are at or near the property line, where driveway slopes are at or near the maximum allowed, and where building height is at or near the maximum permitted by the Land Use Code.

4.4.3 Design Considerations

- Consult the standard profiles in the early stages of project development because private property elevations must meet the approved street elevations at the right-of-way line.
- Profiles for many Seattle streets have already been determined by SDOT, including some streets not yet open to traffic. In some cases, permanent street elevations have not yet been established and must be created by the project applicant and approved by SDOT. This will require survey of the existing project site.
- It is highly desirable to consider ADA compliant crosswalk slopes in the design and placement of vertical curves. Therefore, placement of the In order to make a more level and therefore more accessible crosswalk, the point of vertical curvature (PVC) should be carefully considered.
- In general, the point of vertical curvature (PVC) shall not encroach in to a cross street any further than the cross streets' center of pavement, .
- Foundations and footings shall be designed and constructed so they will not be

uncovered or undermined by future grading required for street improvements.

4.5 Design Cross Section

The design cross section defines the location of the standard right-of-way elements (existing and proposed) for a project location. The standard elements are illustrated in Figure 4-10: Standard Design Cross Section and include: right-of-way line and width, roadway width, planting strip and shoulder, catch line, existing and new grade, slope line, sidewalks, street tree, curb, gutter, crown, depression line, thickened edge, pavement, water main, sanitary sewer and storm drain.

4.5.1 Links to Standard Plans and Specification

030 Standard Locations for Utilities
400 Half Section Grade
401 Residential Pavement Section
402 Commercial Arterial Section
403 Cement Concrete Alley Pavements

4.5.2 Design Criteria

Required Cross Sections for Street Improvement Plans: SDOT requires that street improvement plans include a typical dimensioned cross section. Proposed street and alley improvements require dimensioned cross sections as follows:

- every 25 feet for the length of the improvement;
- at each end of the improvement;
- at all driveways; and
- at all building entrances located within 10 feet of the property line.

All cross sections shall be stamped and signed by the Project Design Engineer.

Description of Required Elements: The design cross sections shall describe the following:

- existing and proposed grades, with spot elevations provided at the centerline;
- existing edge of pavement;
- gutter line or flow line;
- top of curb or thickened paved edge;
- back of sidewalk;
- property lines;
- catch lines; and
- any retaining walls or rock facing.

Elevations: Existing elevations shall be based on current survey data. Elevations on design cross sections shall be consistent with elevations shown on the street profile maps or in locations where street improvements are not required, consistent with the elevations shown on the Building Grade Sheet.

Cross Slopes: The standard roadway cross slope is 2% down from crown to gutter line or edge of pavement. In areas where pavement width is being added to an existing street, the slopes may vary, when necessary, as follows:

Roadway	

Minimum	1%
Maximum	4%
Sidewalk and Planting Strip	
Standard	2% grade from the property line to the curb line

Alley cross slopes: Alley cross slopes may be adjusted when it is necessary to provide access to existing driveways and garages along the alley as defined in the table in Section 4.5.2 Design Criteria, Roadway Cross Slopes. Application of this cross-slope standard requires consideration of an ADA accessible route for the entire alley as defined in Standard Plan 403.

4.5.3 Design Considerations

Whenever possible, street improvements shall conform to the standard right-of-way cross section described in Figure 4-10: Standard Design Cross Section.

4.6 Roadway Width

The term “roadway” refers to the area of the street right-of-way used for vehicular travel, including cars, trucks, bicycles and transit. The roadway may also include a number of additional uses such as on-street parking, curbed structures such as medians and crossing islands, and utility access points.

4.6.1 Standard Plan and Specification References

Standard Plan 411: Curb Joints and Dowels

4.6.2 Design Criteria

Roadway width on streets with curbs: Where there is a curb, the roadway width is the curb to curb width of the street. Roadway widths for various land use zones are shown in Chapter 3.1 Overview of Requirements from the Land Use Code. These widths are design widths, the full roadway width deemed necessary to serve the travel and parking needs of the street for a particular land use zone when the street is fully improved with curbs and sidewalks on both sides.

Minimum pavement width —non-arterial streets: Minimum pavement width requirements are specified in the Land Use Code and shown in Chapter 3.1 Overview of Requirements from the Land Use Code. The actual extent of new paving required may be less than the roadway design widths shown in Chapter 3.1: Overview of Requirements from the Land Use Code. When street improvements are required, project applicants shall construct the half street on their side of the-right-of way, plus ensure that a minimum of one paved travel lane and 5 feet of graded shoulder exist on the other side of the centerline. When new pavement is required for this travel lane, it shall be 12 feet wide including a 2-feet wide thickened edge for drainage.

Minimum pavement width — arterial streets: Minimum pavement width requirements for arterial streets must meet the minimum design standards given in the Washington State “City and County Design Standards.” Refer to Chapter 3 Right-of-Way Improvement Requirements for existing and required roadway widths for arterials.

Lane width for arterials: Right-of-way width, roadway width, and lane channelization shall be determined by SDOT. An applicant may choose to apply for a deviation from the standard listed below. Right-of-way and roadway widths for existing arterials are listed in Chapter 3. The following standard arterial lane widths are used in the design of arterials and are compliant with the City and County Design Standards:

Lane Type	Standard Lane Width
Parking lane	8 feet
Parking lane on bus route	10 feet
Through traffic lane	11 feet
Curb lane	12 feet
Bus only lane	12 feet
Turn only lane	12 feet
Curb lane (vehicle/bicycle)	14 feet

Road taper and transitions: For permanent roadway tapers, the standard taper length for the narrowing from two lanes to one lane or offsetting of a lane is:

- $L= WS^2/60$, where L is the length of taper in feet, W is the lane offset in feet, and S is the design speed in miles per hour.
- On non-arterial streets, temporary asphalt tapers are allowed for narrowing a single lane when additional street improvements are anticipated in the future.
- On non-arterial streets, t he standard taper for temporary tapers is 25:1.

Dowel Bars: Dowel bars are required in the longitudinal direction on arterial streets. When two arterial streets intersect, dowel bars are required in both directions within the intersection.

Joints: See Standard Plan 405 - Type B joints are required in intersections. Joints must be placed so that they do not interfere with the wheel tracks of vehicles, or in the area of the intersection used by bicycles.

4.6.3 Design Considerations

Location of roadway within the right-of-way: The roadway is normally centered in the right-of-way, but may be offset due to topography or limited right-of-way width.

Considerations for developing minimum roadway dimensions should be made within the context of how the entire right-of-way will be developed over time. This includes public safety; available right-of-way; land use and zoning, current and projected roadway capacity; pedestrian facilities, landscaping (including natural drainage where allowable), bicycle facilities, freight and transit needs, and other intended uses of the public realm.

Considerations for establishing lane widths should be influenced by street type designations and street classifications and the need to have a reasonable balance among competing uses in the right-of-way. They are as follows:

- Wide lanes support large vehicle movements such as trucks and transit. Wider lanes can also support higher speeds for all vehicles and longer crossing distances for pedestrians. Wider lanes should be considered on Regional Connector and Industrial Access street types.
- Wide center turn lanes should be considered on streets that have high volumes of truck turning movements including intersections with one or more legs that are designated as Major Truck Streets or Industrial Access streets.
- Wide curb lanes should be considered on streets that have high volumes of transit service.
- On Commercial Connector streets, lane width should support travel demand—in areas where high pedestrian activity is occurring, consider options that keep lanes as narrow as

possible. On streets with high levels of transit service or that accommodate high volumes of trucks and transit vehicles, consider options that have wider lane widths.

- Narrow lanes support slower vehicle speeds, and minimize overall roadway width which supports pedestrian activity. Narrower lanes can be challenging for larger vehicles to navigate, especially on roadways that carry high volumes of trucks and transit vehicles. Narrower lanes should be considered along Local Connectors, Mixed Use, Main Street and Green Street street types. For Green Streets and Neighborhood Green Streets, keep lane widths narrow and limit the number of lanes to minimize the crossing distance for pedestrians as much as possible.

Lane widths on designated bicycle routes shall be evaluated based on the lane width requirements given in the City and County Design Standards and WSDOT Design Manual Chapter 1020.

4.7 Roadway Pavement

The most widely used pavement materials for Seattle streets and alleys are portland cement concrete (rigid pavement) and asphalt concrete (flexible pavement). Slag cement as a substitute for a portion of Portland cement in concrete may be allowed or, in some instances, required.

4.7.1 Standard Plan and Specification References

Standard Specification 2-06: Subgrade Preparation
Standard Plan 401: Residential Pavement Sections
Standard Plan 402: Commercial and Arterial Pavement Sections
Standard Plan 403: Cement Concrete Alley Pavements
Standard Plan 405: Types of Joints for Concrete Pavements

4.7.2 Design Criteria

New Pavement Type: New pavement shall be of the same type (rigid or flexible) as the existing pavement when a street is being widened, extended, or replaced unless otherwise directed by Seattle Department of Transportation.

New Pavement Depth: Pavement depth is determined by a pavement design and is based on the zoning, number and type of heavy vehicles per day using or expected to use the roadway, the strength of subgrade, and the type of pavement being designed. Refer to Pavement Design below.

Alley Pavement Depth:

Land Use Zone	Pavement Type and Depth
1 or 2 new dwelling units	6" crushed rock
SF, LDT, L1, L2, L3, L4, MR, HR	6" Portland cement concrete or 3" asphalt concrete over 6" crushed rock
NC1, NC2, NC3	8" Portland cement concrete or 3" asphalt over 7" crushed rock
C1, C2, IB, IC, IG1, IG2 and Downtown	8" Portland cement concrete

Pavement Thickness: For rigid pavements, a designed thickness of portland cement concrete is generally placed over a 6-inch deep base course of Type 2 mineral aggregate crushed rock. For flexible pavements, a minimum 2-inch thickness of asphalt concrete pavement is placed over a

designed thickness of asphalt concrete Class E pavement over a 6-inch depth of crushed rock.

Pavement Design: Default Design Parameters for New Pavement

Initial Serviceability Index (P i)	4.5
Terminal Serviceability Index (P t)	2.0
Reliability	90%
Asphalt Design Life	20 years
Asphalt Standard Deviation	0.45
Structural Coefficient Asphalt Class ½ “ and Class 1”	0.39
Structural Coefficient Mineral Aggregate Type 2, Crushed Rock	0.13
Concrete Design Life	40 years
Concrete Standard Deviation	0.35
Joint Load Transfer Coefficient	3.2
Modulus of Concrete Rupture	650 psi
Modulus of Concrete Elasticity	4.0 x 106 psi
Drainage Coefficient	1.0

Pavement design for local streets in Residential and Neighborhood Commercial Zones: may be constructed using 3 inches of asphalt concrete over 6 inches of crushed rock or 6 inches of portland cement concrete.

Pavement subgrade: The pavement shall be placed on a prepared subgrade of properly compacted suitable material as determined by Seattle Department of Transportation (SDOT).

Compaction of subgrade: The subgrade must be compacted to 95% of maximum dry density for all street and alley improvements. Subgrade materials that cannot be compacted to this density shall be over-excavated (removed) and the subgrade replaced with acceptable material.

Soil tests: Soil density tests may be required during construction to show that the required degree of compaction has been obtained.

Subgrade testing and analysis: For designed pavements, subgrade testing and analysis by a geotechnical engineer, a traffic analysis, and pavement design calculations are required. Subgrade strength tests (CBR, k-value, R-value, etc.) shall be performed by a qualified geotechnical engineer during the course of pavement thickness design.

Pavement widening: When pavement widening is required, the width of new pavement plus any existing pavement shall yield a total width equal to half the roadway design width shown in Chapter 3.1 Overview of Requirements from the Land Use Code on the project side of the centerline, plus a travel lane and provision for drainage on the other side of the centerline.

Pavement replacement and restoration: The extent of new pavement to be installed on roadways with existing pavement depends on required pavement width and existing pavement conditions. Specific rules and requirements for new sidewalk and pavement are detailed in the Street and Sidewalk Pavement Opening and Restoration Rules.

Additionally, when new street improvements are required and the existing pavement is in poor

condition, it shall be replaced or restored with the following requirements:

- When the existing pavement cross slope is less than 1% or greater than 4%, the existing pavement shall be adjusted as necessary to provide a cross slope that falls within these limits.

- On Portland cement concrete streets, when the existing concrete pavement depth is less than the depth of the designed pavement, and when the panels are in poor condition, the existing pavement shall be replaced. If the existing panels are in good condition they may remain, with new pavement installed to the design depth. Tie bars for longitudinal joints and/or load transfer dowels for transverse joints may be required between new and existing pavement, depending on the condition of the existing pavement. In most cases, tie bars and dowels shall be required between new concrete panels on arterials, commercial access streets, and residential access streets used by trucks and buses.

- Existing and proposed concrete panel joints shall be shown on street improvement plans. The extent of panel replacement required shall be guided by the Street and Sidewalk Pavement Opening and Restoration Rules. The extent of pavement replacement shall be depicted on street improvement plans by shading panels, or portions of panels, to be replaced.

4.7.3 Design Considerations

Pavement design on roadways that accommodate a high volume of heavy vehicles, including Major Trucks Streets, streets included in the Transit Classifications, Regional Connectors, Commercial Connectors, and Industrial Access streets shall be designed using the 1993 AASHTO Guide for the Design of Pavement Structures.

4.8 Intersections

The design criteria in this section address elements that are typically located in an intersection. Intersections are a challenge to design and operate because they are the location where traffic turns, pedestrians cross the street, bicycles must navigate vehicle turning movements, the roadway may expand to accommodate more capacity, and medians may become turn pockets.

Curb radii and curb ramps are both important elements of an intersection. Curb ramps are located at intersections to facilitate wheelchair, bicycle, and pedestrian street crossings. Consistent with the American with Disabilities Act (ADA), all projects including alternations or new construction must follow current ADA requirements and standards (please note, as of July 26, 2002 all curb ramps must include tactile warning strips) The ADA requirements and standards are not exclusive to federal aid projects. The City has adopted standards which ensure compliance with ADA. Historically, a new curb ramp was required whenever more than 3 lineal feet of curb or 12 square feet of sidewalk was being added, repaired, or replaced at the pedestrian landing area. When a new ramp is installed on one side of the street, per State Law (RCW 35.68.075) City of Seattle compliant companion ramp shall be installed on the opposite side of the street.

4.8.1 Links to Standard Plans and Specifications

Standard Plan 422a: Curb Ramp Details
Standard Plan 422b: Curb Ramp Details

4.8.2 Design Criteria

Curb ramps: two compliant curb ramps with tactile warning strips are required to be installed at

each impacted corner and corresponding compliant companion ramps need to be retrofitted or constructed. Curb ramps and companion ramps are required whenever more than 3 lineal feet of curb or 12 square feet of sidewalk is being added, repaired, or replaced at the pedestrian landing area. If a street paving impacts legal crossing path or the landing modified, then curb ramps must either be retrofitted to comply with Standard Plan 422, or new ramps must be constructed that meet the current standard.

Curb ramp locations: Curb ramps are permitted only at legal crosswalk locations, at intersections, and at approved marked crosswalk locations. Legal crosswalks at intersections are defined by projections of the curb and back of sidewalk lines right-of-way lines across the street or by a line 10 feet behind the face of the curb or roadway edge when there is no sidewalk. Curb ramps at any other location in the public right-of-way are subject to the approval of the SDOT Director of Seattle Department of Transportation.

Curb radius: In general, standard curb radius for street intersections are as follows:

When Vehicular Turn is Illegal	10 feet
Arterial to Residential Access	20 feet
Residential Access to Residential Access	20 feet
Arterial to Arterial	25 feet
Arterial to Commercial Access	25 feet
Commercial Access to Commercial Access	25 feet
High Volume Truck and/or Bus Turns	30 feet

SDOT evaluates curb radii based on the type and volume of activity at the intersection. In all cases, with the exception of a location where a vehicle turn is illegal, SDOT will evaluate the curb radii based on a Single Unit (SU) vehicle with a 42 foot turning radius. An applicant may propose tighter curb radii, and will need to provide supporting documentation and have the request approved by the City Traffic Engineer. Refer to Section 4.8.3 Design Intersection Considerations for more information about curb radii.

Emergency vehicle signal priority: Signal priority for emergency vehicles will be included at all new signal installations, and is typically included for traffic signals that are being modified or updated.

Bicycle accommodation: Any vaults, covers, castings, and drainage grates must be designed to accommodate bicycle travel. For more information on design criteria for bicycles, refer to Section 4-13 Bicycle Facilities.

4.8.3: Design Considerations

Layout and grading of intersections: The layout and grading of an intersection must be accomplished so that water flows and the intersection is safe and accessible by pedestrians and safe for bicycle use.

Utility vault location in intersections: Do not place vaults, covers, castings or drainage grates within the crosswalk, curb ramp or landing area behind or in front of the ramp. In the event that no feasible alternative exists, SDOT will work with the applicant and Seattle City Light to determine the best possible location.

Curb ramp considerations: Curb ramps should be placed to align with the adjacent crosswalk.

Issues to consider include location and placement of utility poles, hand holes, vaults, inlets, catch basins and signal controller equipment.

Any curb ramp constructed prior to January 2003 which does not comply with current standards would at least need to be retrofitted according to the design criteria described above.

Curb radii considerations: Curb radii should be designed based on the location and use of the intersection location and should balance the need to accommodate safe large vehicle movements with pedestrian safety:

- Tighter turn radii are appropriate at intersections that have high volumes of pedestrian and cyclist crossings to support adjacent land uses. These include Main Streets , Mixed Use Streets, Local Connector Streets, and at intersections in Urban Centers and Villages.
- Wider turn radii are typically required at intersections that experience frequent, high volumes of truck and transit vehicle turns. These include Regional Connectors, Major Truck Streets and streets that are part of the Transit classifications. In these locations, curb radii will be evaluated based on the following standard design vehicle: Single Unit (SU) with a 42' turning radius. If for some reason, SDOT would anticipate a larger vehicle used in a site, a radius evaluation based on this larger vehicle would be required. Examples of typical turning templates would include a SU, WB-40, WB-50, WB-60 and WB-62.
- In locations where there is on-street parking in the receiving lane, consideration of tighter curb radii may be appropriate and still allow for safe larger vehicle movements.

Transit signal priority: Traffic signals may be timed to respond to certain conditions at intersections. Transit Signal Priority, transit signal queue jump and other related treatments may be desirable along Regional Connector, Commercial Connector and Industrial Access, Main Street and Local Connector street types, with high transit ridership.

Pedestrian signal priority: Traffic signals at intersections along Local Connector, Mixed Use, Main Street and Green Street street types should consider enhancing pedestrian crossings including pedestrian walk phases on all legs of the intersection, countdown and/or audible signals where appropriate and elimination of pedestrian push buttons.

4.9 Driveways

A driveway is the portion of the street, alley or private property which provides access to, but not within, an off-street parking facility from a curb cut. Portions of the area defined as a driveway may also be defined as a sidewalk.

4.9.1 Links to Standard Plans and Specifications

Standard Plan 430: Type 430 Driveway
Standard Plan 431: Concrete Driveway Placed with Sidewalk Construction

4.9.2 Design Criteria

Curb cut and driveway widths: specified in the Land Use Code as follows:

- Overall requirements:
  - SMC 23.54.030 Parking Space Standards
  - SMC 23.53.025 Access Easement Standards

- Variations to standards:
  - SMC 23.44.016 C.6 Single Family Parking Location and Access

- SMC 23.45.018 C.4.b Lowrise Parking and Access
- SMC 23.45.060 C.4 Midrise Parking and Access

Driveway on private property: the portion of the driveway on private property shall meet the requirements specified in the Land Use Code (refer to references above.).

Parking pad: Paving in the off-street right-of-way to accommodate parking may not exceed 8-feet by 20-feet and must meet the loading requirements set forth in Standard Plan 430 or 431. Pavement exceeding this threshold must conform to full street improvement requirements.

Vertical curves: in accordance with the Land Use Code shall be provided at the top and bottom of the driveway. The vertical curve shall begin at the property line, not in the right-of-way.

Driveway elevations at the property line shall meet the elevations shown on the Building Grade Sheet and meet the Land Use Code driveway slope and vertical curve requirements. The driveway shall be designed so that any changes in driveway slope that may be needed as a result of future grading in the right-of-way will comply with driveway requirements specified in the Land Use Code.

Refer to the following figures (per SMC 23.54.030 C.4 Parking Space Standards):

Figure 4-11: Driveway Slope
Figure 4-12: Maximum Grade Curvatures for Driveways: Crest Vertical Curve
Figure 4-13: Maximum Grade Curvatures for Driveways: Sag Vertical Curve

Driveway edges: When requested, the following information at driveway edges shall appear on both Building Permit and Street Use Permit plans:

- spot elevations at centerline of street;
- gutter line;
- top of driveway approach;
- back of sidewalk;
- property line;
- garage floor;
- driveway slope; and
- distance from property line to garage floor elevation.

4.9.3 Design Considerations

- Driveways should be placed sufficiently far from crosswalks to provide enough sight distance into the crosswalk so that drivers can see pedestrians approaching within the crosswalk and so that vehicles do not block the crosswalk when exiting a driveway.
- Refer to permeable pavement guidelines in Chapter 6.4 Natural Drainage Systems

4.10 Curbs

Curbs are a significant component of the right-of-way. They provide multiple functions including delineating the space between the roadway and streetscape and channeling surface water into drainage inlets. New and replacement concrete curbs shall be constructed according to the Seattle Standard Plans referenced below.

With the 2008 Sidewalk legislation, there are Land Use code changes which impact both curbs and sidewalks. For additional information, refer to the DPD webpage.

4.10.1 Links to Standard Plans and Specifications

Standard Plan 401: Residential Pavement Sections
Standard Plan 402: Commercial and Arterial Pavement Sections
Standard Plan 410: Type 410 Curb
Standard Plan 411: Curb Joints and Dowels
Standard Plan 412: Extruded Curb
Standard Plan 413a: Traffic Curb Pre-cast Cement Concrete 3 foot and 4 foot Sections
Standard Plan 413b: Traffic Curb Pre-cast Cement Concrete 8 foot Section and Radial

4.10.2 Design Criteria

Curb type: the curb type used depends on the type of pavement being installed and shall be in accordance with Seattle Standard Plans 401 and 402. In general, a Seattle Standard Plan 410B curb and gutter is used with flexible pavement and a Seattle Standard Plan 410C doweled curb is used with rigid pavements.

Curb height: Seattle's standard curb height is 6 inches. Unless otherwise directed by SDOT, a new curb to replace an existing curb in the existing location shall be 6 inches high with a transition, if needed, to existing curb height at each end.

Permanent curb location: When an existing curb and sidewalk are removed in conjunction with demolition and construction, the new curb shall be placed in the permanent location. The permanent curb location is the edge of the design roadway width in Chapter 3.1 Overview of Requirements from the Land Use Code. An existing curb less than 4 inches in height shall be reconstructed in conjunction with other construction activity in the right-of-way but need not be moved to the permanent location.

Curb setbacks and pedestrian bulbs: Curb setbacks and pedestrian bulbs have been established to ensure the public's safety and allowing for street sweepers to negotiate curb line variations. The installation of a parking curb setback in conjunction with a development proposal requires the approval of both the SDOT and DPD Directors. The curb radii used for an 8 feet parking curb setback is 20 feet while the curb radii used for a 6 feet pedestrian bulb is 10 feet for the radius nearest to the travel lane and 20 feet for the radius closest to the right-of-way margin.

Parking curb setbacks: Parking curb setbacks are not permitted on streets where parking is allowed in the existing curb lane. DPD reviews the curb setback from a land use perspective and SDOT reviews it from a traffic operations and street maintenance perspective. Construction of a curb setback requires a Street Improvement Permit. Refer to Figure 4-14: Parking Curb Setback.

Construction of new curb: When a new curb or curb and gutter is constructed, it shall be located in the permanent location required for the adjacent land use zone. Additional paving shall be provided between the existing edge of pavement and the new curb, as needed. In addition, a portion of the existing roadway pavement abutting the site shall be reconstructed as needed when the centerline grades are not the established profile grades, when the existing pavement is in poor condition (indicating inadequate subgrade or pavement strength), when the cross slope of the existing pavement is too flat or too steep, or when the street was not graded to the standard design cross section prior to paving.

4.11 Sidewalks

SDOT's goal is to provide an interconnected network of sidewalks and walkways that allow

pedestrians to safely access their destinations including transit stops, places of employment, recreation facilities, schools and residences.

SDOT recognizes and supports the range of benefits a well-designed streetscape provides for all pedestrians, including people with disabilities. For this reason, SDOT reviews streetscape design elements very carefully to ensure that the materials, dimensions and design elements meet safety and accessibility requirements. In addition to the aesthetic and practical benefits of a well-designed streetscape, SDOT must meet state and national safety and access standards for streetscape design.

With the 2008 Sidewalk legislation, there are Land Use code changes which impact both curbs and sidewalks. For additional information, refer to the DPD webpage.

The streetscape is broken into three parts, the Frontage Zone, Pedestrian Zone and Landscape/Furniture Zone plus Curb. The locations of these zones are defined as follows:

The Landscape/Furniture Zone (including the curb) is defined as the area between the roadway curb face and the front edge of the walkway. The minimum of this zone is 4 feet wide except in locations adjacent to high and intermediate capacity transit stations. Objects in the landscape/furniture zone must be setback a minimum of 3' from the face of the street curb. This zone buffers pedestrians from the adjacent roadway and is the appropriate location for street furniture, art and landscaping. It is also the preferred location for street trees, and other elements such as pedestrian lighting, hydrants and below grade utility hatch covers. Transit Zones are also located in the landscape/furniture zone and are designated for transit customer waiting, loading and alighting and may include transit signage, shelters, benches, litter receptacles, and pedestrian scaled lighting. Any landscaping or other objects proposed for this zone must comply with City of Seattle permitting requirements and design criteria.

The Pedestrian Zone is the area of the sidewalk corridor that is specifically reserved for pedestrian travel. The minimum width of this zone is 6 feet, except in locations adjacent to high and intermediate capacity transit stations. Street furniture, plantings, and other fixed items should not protrude into travel routes.

The Frontage Zone is defined as the area between the property line and walkway. Where sufficient right-of-way exists, a frontage zone should be provided that is a minimum of 1 foot wide, except in locations adjacent to high and intermediate capacity transit stations. Frontage zones can accommodate sidewalk cafes, store entrances, retail display or landscaping. A frontage zone is not needed if the sidewalk corridor is adjacent to a landscaped space.

Streetscape Zones

4.11.1 Links to Standard Plans and Specifications

Standard Plan 420: Concrete Sidewalk Details
Standard Plan 421: Sidewalk with a Monolithic Curb
Standard Plan 422: Curb Ramp Details
Standard Plan 430: Type 430 Driveway
Standard Plan 431: Concrete Driveway Placed with Sidewalk Construction

4.11.2 Design Criteria

Standard construction of sidewalks: A standard sidewalk is constructed of Portland cement concrete and is located at least 5½ feet from the face of the curb and 2 feet from the property line. The sidewalk may be located closer to the property line when necessary to attain the minimum 5½ foot planting strip width.

Construction of new sidewalks: On streets where the existing sidewalks are greater than 6 feet in width, the new sidewalk shall match the existing sidewalk width. On streets where the existing sidewalk is not in the standard location, SDOT shall determine the location of any new sidewalk or sidewalk replacement, based on the need for street trees and the desire to retain existing neighborhood character. New concrete sidewalks may not be installed without a curb. If a concrete sidewalk is required and there is no curb, a concrete curb shall be installed in the permanent location. In many cases, this will necessitate the installation of additional roadway pavement and drainage facilities.

Sidewalk width: sidewalks shall be a minimum of 6 feet of unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements such as poles, fire hydrants and street furniture. Wider sidewalks are required in some cases consistent with the Land Use Code.

Sidewalk path of travel: Sidewalks should keep as much as possible to the natural path of travel

parallel to the improved roadway. Ideally, they will align with the crosswalk. While sidewalks do not need to be perfectly straight, large curves that direct the pedestrian away from the natural path should not be introduced solely for aesthetic reasons.

Setback: a three foot distance between vertical objects on the sidewalk and travel lanes in the roadway is required to minimize conflicts with vehicle activity. Relocation of existing utilities may be required to meet clearance requirements.

Clearance from obstructions: The sidewalk shall be clear of all vertical obstructions, such as poles, fire hydrants, street furniture, and other elements for a width of at least 5 feet. Relocation of existing utilities may be required to meet clearance requirements.

Utility access points: where practical, handholes, vaults, and other utility access points shall be located out of the sidewalk area. Where this is not practical, these access points must match the level of the sidewalk and be coated with a non-slip surface.

Slope: Sidewalk cross slope must be a minimum of 0.5% but may not exceed 2%

Variations from standard sidewalk construction: In general, variations from standard sidewalk construction are required to meet ADA requirements. Additionally, on residential streets where natural drainage is being installed, variations will be considered based on planning and design principles defined in Chapter 6.4 Natural Drainage Systems.

Sidewalks in the vicinity of transit stations: Applicants proposing new development in the block adjacent to a high or intermediate capacity transit station must accommodate high volumes of pedestrians in the vicinity as follows.

In the block adjacent to the transit station, the sidewalk width shall be 18-25 feet as follows:

- **Frontage zone**: (3 feet) If the project has a plaza or other space accessible to pedestrians and free of obstructions adjacent to the property line, the frontage zone requirement may be waived.
- **Pedestrian zone**: (10-12 feet) The pedestrian zone shall consist of a paved linear walkway that is free from obstructions. The following shall be considered when establishing the dimension of the Pedestrian Zone:
    - Ridership projections for the station;
    - Anticipated pedestrian volumes from adjacent land uses;
    - Right-of-way dimensions;
    - Block length; and
    - Location of bus transfer zones.

SDOT staff will work with the applicant to make the final determination of required sidewalk width.

- **Landscape/Furniture zone plus curb:** (5-10 feet) Landscape requirements for the project defined in the Land Use Code (SMC Title 23) can be met within the Landscape/Furniture Zone (they are not additive). The following shall be considered when establishing the dimension of the Landscape/Furniture Zone:
    - Available right-of-way dimensions;
    - Urban design priorities established by the City or Transit Agency; and,
    - Direction of adopted Street Design Concept Plan or other adopted plans.
    - Improvements in these zones shall meet or exceed the accessibility requirements defined by ADA as well as applicable local and state standards.

Additional improvements within 1/4 mile of station entrance: SDOT also requires curb ramps with tactile warning strips at legal crosswalks (refer to Section 4.8.2 Intersection Design Criteria) and smooth accessible sidewalks within a quarter mile of the station entrances. SDOT will require the transit agency to assess the conditions within the quarter mile of the station entrance, and add or repair existing sidewalks and curb ramps to provide access to the stations consistent with ADA guidelines. In some cases, consistent with City policy in support of transit oriented development, a project may be allowed to meet the total required sidewalk width and include building columns in between the Pedestrian and Landscape/Furniture Zones. In this scenario, the minimum dimension of clear, unobstructed sidewalk width shall be retained within the Pedestrian Zone.

4.11.3: Design Considerations

Width: Provide adequate sidewalk width, especially at locations such as transit stops where pedestrians can be expected to congregate.

Buffers: Sidewalks and walkways should be buffered from the motor vehicle lane by a planting strip, street furniture, parked cars or a bike lane.

Visibility: No obstructions to pedestrian visibility should be present within 30 feet of an intersection or 15 feet of a driveway. These include parked cars, street trees, signal control boxes, sandwich boards, utility poles and landscaping mounds.

Obstructions: Obstructions in the sidewalk should be avoided. Whenever possible, obstructions such as poles, signs and hydrants should be placed in the planting strip or furniture zone, or behind the sidewalk. If objects such as utility poles are located within the sidewalk, a minimum five foot clearance is required from the pole to the edge of the sidewalk or walkway.

Driveways: Driveways should be designed to look like driveways, not intersections. The public sidewalk will have the right-of-way over private crossings. Driveways will be designed to accommodate wheelchair users.

Sidewalks in the vicinity of high and intermediate capacity transit stations: Consistent with the City of Seattle Comprehensive Plan policies that encourage pedestrian access to and from public transit facilities, especially in Urban Centers and Villages, the following shall be considered:

- High and intermediate capacity transit stations have unique needs for pedestrians due to the high volumes of pedestrians exiting stations and onto the adjacent streets. Transit agencies are typically required to size station plazas and waiting areas according to anticipated queuing and exiting volumes. However, the requirements do not typically extend outside the boundaries of the station site.
- The sidewalk on the street fronting the station is the primary location for high volumes of pedestrians congregating, making transfers to other modes or walking to a destination. This first block is where the need for wide sidewalks that are well-buffered from moving traffic is greatest. In some cases, anticipated pedestrian volumes, major pedestrian generators or other special conditions may require the improvements to exceed one block in length (e.g. hospitals, schools, community centers, libraries and parks).
- Additional improvements to pedestrian facilities are needed within a 1/4 mile of the station site to support and encourage safe pedestrian access (e.g. wide sidewalks, buffers, curb ramps).

Maintenance responsibility: The area between the curb and property line, including sidewalks, is the maintenance responsibility of the abutting property owner. When the existing sidewalk

adjacent to a project is in disrepair or is damaged during construction, it shall be repaired or replaced by the property owner.

Asphalt pedestrian walkways: There may be locations where asphalt walkways are appropriate on non-arterial streets such as in industrial zones as specified by the Land Use Code. Please refer to the figure for more detailed information.

Figure 4-15: Asphalt Pedestrian Walkway - for use in industrial zones only as allowed by the Land Use Code

Figure 4-16: Asphalt Pedestrian Walkway 10 Feet or More From Existing Roadway - for use in industrial zones only as allowed by the Land Use Code

4.12 Crosswalks

SDOT aims to provide a pedestrian network that is well connected, including good connections across roadways. A good crossing is one at which motorists and pedestrians naturally use the facility in the way it was intended. For pedestrians, this means that the natural and most direct pedestrian route will lead them to a legal crosswalk; for motorists it means that they are able to both see and understand to stop for pedestrians. The design of a crosswalk and the environment leading to the crosswalk influence these relationships.

4.12.1 Links to Standard Plans and Specifications

Standard Plan 712: Typical Crosswalk and Stop Line Installations

4.12.2 Design Criteria

Location of legal crosswalks: Legal crosswalks exist at every intersection, unless otherwise signed, regardless of whether they are marked or unmarked.

- **Standard construction of crosswalks**: New marked crosswalks should be ladder-style crosswalks that are at least 10 feet wide and designed consistent with Standard Plan No. 712. Marked crosswalks should keep as much as possible to the natural path of travel. Ideally they will align with existing sidewalks. Refer to Section 4.8.2 Curb Ramps.
- **Visibility**: Marked crosswalks must have a reflective surface that is visible in hours of darkness or during poor weather conditions.
- **Site distance**: No obstructions to pedestrian or driver visibility should be present within 30 feet of the legal crosswalk. These include parking, trees, and bus zones**.**

Orientation of building entrances to crosswalks: The manner in which new developments associate with the street impacts pedestrians travel patterns. Entrances and access points to new facilities should orient as much as possible towards a legal crosswalk. This is especially true of facilities where frequent pedestrian travel across the street is expected. Entrances and access points that orient pedestrians towards a mid-block crossing can promote mid-block or illegal pedestrian crossings. This problem is difficult to remedy after construction is complete.

Variation from standard construction of crosswalks: Textured and/or colored concrete may be considered in certain crosswalk applications. The following design criteria apply:

- **Area of crosswalk**: At least 10 feet wide.
- **Curb ramps**: Two are required at either end of the crosswalk.
- **Smooth surface**: To reduce vibrations experienced by wheelchair users on bumpy surfaces, six feet of the crosswalk area must have a fully vibration-free texture and a limit of ¼ inch or less rise, not more than every 30 inches.

- **Visibility**: A thermoplastic parallel line on either side of a colored or textured crossing maintains visibility. Street lighting upgrades may be necessary.

Given the high cost of altering or relocating any crosswalk at which textured or colored concrete is used, approval for such treatments must be received from the SDOT Pedestrian Program before construction can begin.

4.12.3 Design Considerations

The SDOT Pedestrian Program considers each request for a marked crosswalk individually. In most cases, SDOT will wait to see how people use a new facility before making a decision about a marked crosswalk. SDOT Director's Rule 04-01 gives further detail about criteria for installing a marked crosswalk or a crosswalk signal.

4.13 Bicycle Facilities

Bicycles are legally considered vehicles and therefore legally allowed to operate on any public roadway except where specifically restricted. There are many features and design elements associated with traffic and signal operations that can greatly enhance the attractiveness and safety of bicycling in the roadway.

Per RCW 35.75.060 and 36.82.145, all bicycle facilities must comply with Chapter 1020 of the WSDOT Design Manual which is consistent with the 1999 AASHTO Guide for the Development of Bicycle Facilities.

4.13.1 Links to Standard Plans and Specifications

Standard Plan #265: Vaned Grate

4.13.2 Design Criteria

Drain grates: Must be designed such that narrow tires cannot get caught. When new drain grates are installed or existing drain grates replaced, they must conform to the vaned grate design specified in Standard Plan #265. The drain grate design specified in Standard Plan #264 should not be used.
Deck grating: Can be extremely slippery, particularly in wet conditions. Bicycle tires, with their small contact area, are extremely vulnerable to loss of traction. If deck grating must be installed, it must be treated to increase traction and the seam width between the decking and the adjacent pavement should be no wider than .25 inch.

Signal detection sensitivity: Loop detector systems, and any other detection system employed such as camera-based motion detection systems, must be sensitive enough to recognize bicycles or bicyclists. These systems should also accommodate the trend in bicycle technology which is resulting in bicycles being manufactured with decreasing amounts of metal.

Pavement markings for loop detector systems: When necessary, loop detector systems should be accompanied by pavement markings which indicate the location where a bicycle should be located to maximize its disruption of the inductance field. Specifications for this pavement marking are illustrated in Figure 4-17: Pavement Markings for Loop Detector Systems.

Bicycle Parking

On-street bicycle racks: Racks must have the following characteristics:

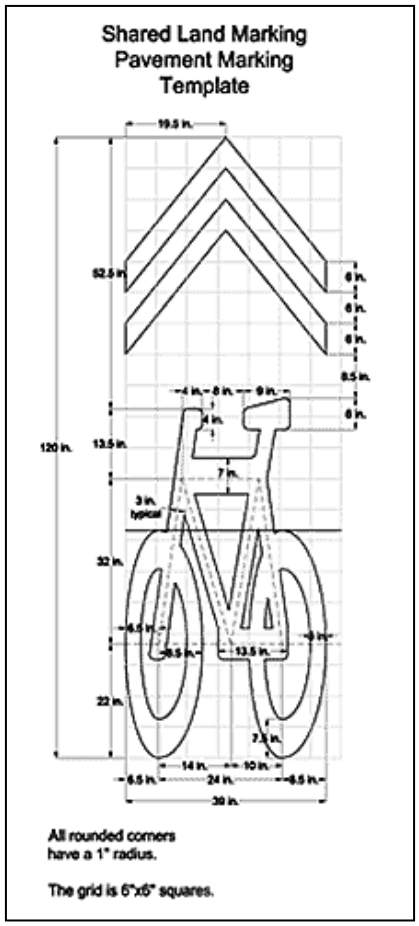
- are intuitive to use correctly;
- have a no-maintenance finish that won't chip, peel, or rust. Galvanized steel finishes are preferred;
- support the frame of the bicycle;
- allow a u-style lock to secure one of the wheels and the frame to the rack;
- allow removal of the front wheel and locking it with the rear wheel and frame to the rack;
- have a minimum height of 2.5 feet so it is not a tripping hazard;
- are installed as close to, without being directly in front of, the main entrance(s) of a building or site; and
- have adequate clearance from driveways, curb ramps, transit loading areas and immediately adjacent to shelters, and utility poles.

Get more information on bicycle racks in business districts.

Private, off-street bicycle parking requirements are specified in the Land Use Code.

• SMC 23.49.019 Downtown Parking Quantity Requirements
• SMC 23.54.015 Required Parking
• SMC 23.54.016 Major Institutions Parking and transportation
• SMC 23.54.020 Parking Quantity Exceptions

Shared lane markings: Shared Lane pavement markings (or "sharrows") are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the use of bicyclists. The sharrow replaces the "Denver Arrow" (bicycle inside an arrow) which was used prior to the development of the sharrow. The design for the shared lane marking is illustrated in Figure 4-18. Typically, the tip of the chevron should be located a minimum of 11' from the curb face or edge of road where there are no parking restrictions. The tip of the chevron should be located a minimum of 3' from the curb face or edge of road where there are parking restrictions. At locations where it is desirable to encourage motorist to pass the bicyclist by changing lanes or to wait until they reach a location where the lane widens, moving the marking towards the center of the travel lane should be considered. Sharrows will be placed at the far side of an uncontrolled intersection, at both sides of an arterial intersection with traffic control and at mid-block locations where block faces are more than 250 feet.



Certain physical characteristics of bicycles require that our transportation system be built and maintained in a manner so bicycles can be safely operated. These characteristics, which are more common in road-style bikes than off-road style bikes, include:

- narrow tires, down to 20mm in width;
- small contact patch with the roadway surface;
- small mass of metal (steel, aluminum, or titanium) compared to motor vehicles;
- high tire pressure, typically 100+ psi; and
- lack of suspension.

These physical characteristics require the following:

Drainage berms: Typical small-scale berms should have an average approach slope of 2%. For example, the approach to a 1.5 inch high berm should be 6 feet long. Berms with shorter approaches increase the likelihood that a bicyclist will lose control of their bicycle, especially those with high pressure tires or without any suspension.

Concrete panels: Should be aligned such that seems should be located outside of the zone that bicyclists commonly travel. For example, this zone is typically 10-13 feet from the curb when on-street parking exists.

Seam width: For new improvements, seam width between concrete panels should be no wider than .25 inch; vertical faulting must be maintained at a maximum of .25 inches.

Trails adjacent to railroad tracks: The minimum setback of a trail from railroad tracks is 8 feet; 10 feet is preferred.

On-street channelization: The following features are not required but enhance the operating environment of bicycles:

- Optimal on-street striped bike lanes have a minimum width of 5 feet when adjacent to parking and 4 feet when directly adjacent to a curb or edge of roadway.
- When adjacent to parking, secondary striping is installed to delineate the parking lane from the bike lane.
- Where the edge line separating the bike lane from a motor vehicle lane is 13 feet from the curb or edge of roadway, the secondary striping should be installed no more than 8 feet from the curb or edge of roadway.
- Where the edge line separating the bike lane from a motor vehicle lane is less than 13 feet from the curb or edge of roadway, the secondary striping should be installed 7 feet from the curb or edge of roadway.
- Paint or traditional thermoplastic are not satisfactory materials for bicycle lane symbols. Pavement markings should have a thickness no greater than 75 mil and must have retro-reflective and skid-resistant properties.

Obstruction warning pavement marking: Vertical obstructions within the path of bicycle travel are not recommended, but in some cases may exist. The pavement marking described in Figure 4-20: Obstruction Warning Pavement Marking provides a visual indication to bicyclists plan for an upcoming obstruction.

4.14 Street Trees and Landscape Architectural Standards

Street trees are required by municipal code and standards set by SDOT designed to provide

maximum public benefit and compatibility with other infrastructure in the street right-of-way. . Street trees are to be protected during construction and otherwise routinely maintained for optimum health, longevity, and public safety. SDOT Urban Forestry advises applicants on tree selection, installation and protection measures to preserve the functional, environmental, social, and economic benefits of trees and to support the citywide urban forestry goal to increase canopy cover.

Like other street design elements, street trees are reviewed and approved by SDOT according to established guidelines and standards (see the SDOT Recommended Street Tree List for spacing recommendations and the Standard Plans for Municipal Construction # 030 for clearances and installation details) . However, because trees are living infrastructure, growing in size over time, each project is reviewed and inspected on a site specific basis to ensure the optimum outcome for the project, the neighborhood, and the city as a whole.

The street tree design criteria in this section are based on transportation safety requirements and on minimum requirements for street trees to achieve a mature canopy for effective reduction of both storm water runoff and reflected heat from paved street and sidewalk surfaces.

4.14.1 Links to Standard Plans and Specifications

Standard Specification 8-02 and 8-14

Standard Plan, #030

Standard Plans Section 100: Landscape Planting (includes standard plans for trees, shrub and ground cover, irrigation, tree protection and grading)

Standard Plan 424: Tree Pit Detail

4.14.2 Design Criteria

Clearances from street trees—at grade: Street trees require access to air and water, space for growth and must be managed for compatibility with the built environment. Refer to standard clearances from trees to other objects in the right-of-way per Standard Plan #030

With limited right-of-way, SDOT will evaluate site conditions and may permit one or both of the following:

- a variance from the standard clearances based on the street classification (arterial or non-arterial), curb lane use (parking or travel lane) and recorded or projected information about pedestrian volumes for the corridor; and
- installation of a small-scale tree with a mature size compatible with spatial constraints.

Clearances from street trees—below grade: The design of street improvements must consider existing underground utilities. The standard 5 feet clearance from underground utilities is a minimum standard that is not optimum for either trees or utility lines. Where right-of-way width allows allocation of more than 5 feet, the investment to provide additional space up front often provides a long term benefit through reduced impact on trees due to utility line maintenance and repair.

Alternatively, when right-of-way width is limited such that the 5 feet clearance from utility lines cannot be met, SDOT and SPU evaluate the site conditions and may permit:

- tree installation less than 5 feet clear of lines made of ductile iron or PVC; and
- tree installation less than 5 feet clear of concrete pipes installed with rubber gaskets

(post-1960).

Historical data available during site evaluation may preclude a typical street tree installation in cases where a combination of pipe condition, pipe depth, and soil properties are determined to be incompatible with the installation of street trees,

Planting strip clearances: Maintain 5 feet 0 inches clearance between the back of the sidewalk and inside edge of the curb (5 feet 6 inches to the curb face) to allow a setback for street trees measuring 3 feet 6 inches from the centerline of the tree to the curb face and 2 feet 0 inches from the centerline of the tree and sidewalk edge.

Planting strip width: The minimum planting strip width is 5 feet 0 inches measured between the back of sidewalk and inside edge of the curb.

Planting strip treatments: Plants in planting strips vary greatly in their potential to provide optimum pedestrian and environmental benefits. Though SDOT permits the installation of grass the department encourages the installation of low (24-30 inches) shrubs, perennial or groundcover plantings that provide a superior degree of separation between the sidewalk and street at reduced maintenance costs (see the SDOT Recommended list of plants for planting strips). Under some conditions, a combination of the plantings and grass or plantings and pavers may be appropriate depending on the street classification and need to accommodate parking in the curb lane.

Refer to Chapter 6.4 Natural Drainage Systems for guidance on integrating stormwater conveyance and treatment into the planting plan.

Planting strips—grading: The final grade of soil surfaces in planting strips must accommodate runoff from sidewalk surfaces cross-sloped to drain toward the street. In cases where a mounded planting strip is proposed to provide a more effective separation between the sidewalk and street, a centerline height of 6” above the adjacent sidewalk grade is typical and gaps between mounded areas must be provided so that backup of runoff and ponding does not occur on the paved sidewalk.

Planting strip paving: Up to 40% of the area in planting strips may be paved if the following conditions are met:

- Paving is done in combination with street trees;
- Related landscape architectural features pose no public safety concern; and
- The combination of paving and trees provides an equal or better balance of functional and environmental benefits than a fully planted condition.
- Paved area is not used for parking.

Pervious pavement materials are encouraged to allow for the infiltration of runoff from the sidewalk before it enters the street to maximize the water quality entering the planting strip. Paving materials and installation details are subject to approval by SDOT.

Tree pits: are typically used as an alternative to planting strips in business districts where additional sidewalk width is important to accommodate pedestrian volumes.

When permitted as an alternative to planting strips, tree pits shall be constructed per Standard Plan 424, dimensioned to meet or exceed the minimum size required to meet standards. The minimum square footage for a tree pit is 24 s. f. of open area (typically 4 feet x 6 feet or 5 feet x 5 feet). Any proposal dimensioned below minimum standards shall be subject to site-specific review

to ensure that:

- conditions justify the substandard size;
- the design meets public safety standards; and
- the design provides adequate conditions to support trees.

Tree pits—grading: Shall be graded to provide a soil surface 2 inches below the adjacent sidewalk and curb elevation and be top dressed with bark, wood chips, cinders, or crushed angular aggregate material that is routinely maintained to minimize the grade differential between the sidewalk and open pit area.

Street Tree Permit: Please refer to section 2.4.4a of the Right-of-Way Manual.

Tree grates: Often proposed as an architectural design element and/or as a means to maximize the pedestrian accessible area in the right-of-way, tree grates may be permitted by SDOT. When permitted, tree grates shall be maintained routinely by the property owner to ensure a flush condition between the grate surface and surrounding pavement, to replace broken segments, and to expand the opening as appropriate to accommodate the growth of the tree.

Tree and plant material—selection See:

SDOT Recommended Street Tree List & SDOT Recommended Plants for Planting Strips

Tree and plant materials--installation and maintenance responsibilities: It is the responsibility of the property owner to ensure that the Installation and maintenance of grass, plantings and related improvements in planting strips meet public safety and industry standards. Street tree and landscaping improvements required by the Land Use Code must be maintained to meet public safety standards for the life of the project. This includes:

- watering to ensure establishment of plant material**;**
- mulching to minimize water use, discourage weeds and protect against erosion
- pruning low shrubs and groundcover to control overgrowth onto sidewalks
- pruning street trees(after first obtaining a street use permit) to ensure appropriate clearances over streets and sidewalks.

Tree protection and maintenance: A permit should be a direct link is required for Street Tree Removal or Pruning under Seattle City Ordinance #90047.

Proposals for removal or pruning of street trees proposed in conjunction with a building permit are subject to review and, when approved, subject to inspection by the SDOT Landscape Architect's Office.

Citizen requests for removal or pruning of street trees are subject to review and approval by the SDOT Arborist's Office. Get a copy of the permit application. Should be a direct link.

Permit applications may be required to include public notification and/or mitigation for the lost value of the tree(s) proposed for removal. In cases where the applicant is not the owner of the property abutting the proposed work, applications must include signatures of adjacent property owners. The extent of notification is determined on a case by case basis to ensure public safety and awareness and/or approval of the project. Names and addresses of contacts may be submitted for approval or provided as a component of the permit review process by the SDOT Urban Forestry. All permitted work must be completed within 60 working days unless otherwise defined by the permit.

4.14.3 Design Considerations

- Trees and related landscape architectural treatments that are strategically planned for maximum public benefit within the often limited space within the street right-of-way provide a “sense of place” critical to the vitality of neighborhoods and their business districts.
- The value of street trees to the urban environment is enhanced when they are combined with understory planting, specialized pavements, street furniture and public art.
- Planting strips serve a number of important functions including:
    - pedestrian safety--they provide a buffer between the sidewalk and roadway;
    - reduction of runoff by providing area for rainfall to infiltrate;
    - water quality by infiltrating runoff from sidewalks before it enters the street; and
    - the growth and longevity of street trees.
- Tree health and maintenance: because the standard, whether it be a 5 feet wide planting strip or 5 feet x 5 feet tree pit is not optimum to meet the horticultural requirements of a typical street tree, allocating larger areas to accommodate trees is encouraged whenever right-of-way space allows. Allocation of space is a key factor in the management of trees for compatibility with adjacent paved surfaces and other improvements, with the investment of more space up front often providing a substantial payoff in terms of reduced need for replacement or repair of paved surfaces and related improvements.

4.15 Introduction to Utilities Design Criteria

One of the important functions of the right-of-way is to provide space for water, sewer, electricity, street lighting, traffic signals and other utilities, both above and beneath the street surface. There are standard locations for each utility in relation to roadway pavement, curbs, planting strips, and sidewalks, and there are requirements for utility clearances.

The following sections define the design criteria for utilities in the right-of-way:

4.16: Street Lighting
4.17: Street Drainage, Sewers and Storm Drains
4.18: Water Mains
4.19: Fire Protection

In addition to these sections, the following design criteria apply for utility easements and relocation.

4.15.1 Design Criteria

Utility Easements

Need for utility easements: When public utilities for sewer, storm, or power facilities are constructed on private property, a utility easement will need to be granted to the City. These easements are needed to establish rights for the City including, but not limited to, construction, operation, and maintenance access as needed to own and operate the facility.

Easement width: The width of the required easements are governed by factors such as the type of utility, its depth, size or diameter, the equipment needed for maintenance, etc. Sewer, drainage, water, and solid waste easements are prepared by SPU Real Property Services. Minimum easement widths for sewers and storm drains are found in SPU Client Assistance Memo (CAM) 280: Design Guidelines for Public Storm Drain Facilities. For water mains, the minimum easement width is 20 feet. These are minimums, and site constraints may warrant greater easement widths.

Approvals for easements: Note that all easements (acquisition, relinquishment, and readjustments) for City owned facilities require approval by the Seattle City Council. For utilities owned by other entities, the applicant must contact the owner to determine required approvals for easements. Planning ahead and working with SPU Real Property Services early is highly recommended in order to get all the legal documents signed and recorded in a timely manner before any work is permitted. Council action can take up to 18 months in some cases.

Pipe location within an easement: For individual water, sewer or storm mains, the pipe shall be located in the centerline of the easement. The standard pipe material within easements is Ductile Iron Pipe (DIP). For certain site conditions and buildover scenarios, SPU may require restrained joint ductile iron pipe, inside a steel casing pipe. For such installations, SPU requires a 25 feet “pit easement” on either the up hill or down hill side of the casing for the event that the pipe and/or casing must be removed. No private connections shall be allowed within the limits of the casing pipe. Generally casing pipes should have a 5 feet minimum distance past the edge of the building in the event of a buildover.

The easement needs a legal description prepared by a licensed professional land surveyor in the state of Washington.

Sewer and storm drains within the same easement: The minimum separation between the sewer and storm drain shall be 7 feet. The width of the easement on one side or the other will depend on pipe size and influence lines between the pipe and the building foundations (if any).

The standard pipe material within easements is Ductile Iron Pipe (DIP). For certain site conditions and buildover scenarios, SPU may require restrained joint ductile iron pipe, inside a casing pipe.. For such installations, SPU requires a 25 feet “pit easement” on either the up hill or down hill side of the casing for the event that the pipe must be removed. No private connections shall be allowed within the limits of the casing pipe. Generally casing pipes should have a 5 feet minimum distance past the edge of the building in the event of a buildover.

Plans shall be prepared and stamped by a licensed professional engineer licensed in the state of Washington.

Utility Relocation

Need for relocation: It may be necessary to relocate or adjust existing utilities to accommodate new street grades or to attain standard clearances when constructing street improvements. This may include street lighting, traffic signal facilities, water, sewer, and drainage mains and appurtenances. It also may be necessary to relocate curb ramps and bicycle facilities.

Site assessment: The applicant is responsible for obtaining and reviewing surveys and as-built plans, taking field measurements, and contacting the affected utilities to determine if relocation or adjustment is required and the associated costs. The cost of utility relocation and adjustment is the responsibility of the applicant.

Relocated utilities as well as new utilities to serve the development site shall be shown on street improvement plans when street improvements are required.

Pole consolidation: When installing new utilities or relocating existing utilities, it is the standard practice of the City of Seattle to reduce the number of poles where possible by combining utilities on one pole.

4.16 Street Lighting

Roadway lighting is intended to produce quick, accurate, and comfortable seeing at night that will safeguard, facilitate, and encourage vehicular and pedestrian traffic. SDOT is responsible for ensuring the proper street lighting levels and permits street and pedestrian lighting requests.

4.16.1 Links to Standard Plans and Specifications

Standard Plans, Section 500 Signalization/Lighting
Standard Specifications, Section 8-30 Illumination and Electrical Systems
Standard Specifications, Section 8-31 Illumination and Electrical Materials

4.16.2 Design Criteria

Conformance with Local, State and National Standards: The design of all electrical and lighting systems shall be in conformance with the Seattle Municipal Code and National Electrical Code, the National Electrical Safety Code, Washington State Electrical Code Chapter 296-454 WAC.

New or relocated roadway lighting—non-arterial streets: Street lighting for non-arterial streets should be designed using the most recent edition of the recommended IES guidelines, unless otherwise approved by Seattle City Light (for example, according to the 1993 edition of IES standards, standard values for a residential asphalt collector street are 0.6 maintained foot candles, 4:1 uniformity, and a maintenance factor of at least 0.69).

Arterial Street lighting: Generally, most new street lighting systems are designed using the recommended IES guidelines. Where practical, SDOT will require street lighting to meet or exceed these guidelines. During the review process additional information on type and style of luminaires will be provided. To maintain reliability and maintenance only fixtures approved by SCL will be acceptable.

Conduit: When new sidewalk and/or curb is installed along an arterial street and no adequate conduit exists for SDOT communication or street lighting, the SDOT Traffic Engineer may require the applicant to install these facilities.

Pedestrian lighting: Pedestrian lighting illuminates the pedestrian walkway and is typically located 12 feet-15 feet above the sidewalk. This lighting is not normally considered in the calculations for maintained foot candles and uniformity of roadway lighting. However, there are exceptions when considering the newer, more efficient luminaries and their lighting output.

Pedestrian ways, not adjacent to the roadway, should have 2.0 maintained foot candles (where practical). For additional information about lighting on non-arterial streets, contact Seattle City Light.

Refer to Figure 4-21 Pedestrian Lighting Sections.

4.16.3 Design Considerations

Street light and traffic signal poles, fire hydrants, and other above-ground fixtures are placed to leave sufficient clearance for pedestrian traffic. Get more information on standard clearances.

In some instances, planting strips can also provide space for utilities (both above and below ground) such as power poles and electrical lines, street light poles and conduits, fire hydrants, and cable television conduits.

Good outdoor lighting can create and encourage a pedestrian friendly environment, which is especially beneficial to neighborhood business districts. Pedestrian lighting improves walkway illumination for pedestrian traffic and enhances community safety and business exposure. Lighting for pedestrians is especially important along Main Streets, Mixed Use Streets and Local Connectors, and in other locations where the land use supports large volumes of pedestrians.

Design Criteria

4.17 Street Drainage, Storm Drains and Sewers

Street design includes provision for the collection and discharge of storm water. Drainage system components such as pipe, catch basins, and inlets are considered integral street improvement elements as are curbs, sidewalks and pavement.

When property development includes the installation of new or replaced paving or other impervious surfaces, there may be a need to improve existing drainage systems in the street to accommodate the additional stormwater flows that will be incurred. This may trigger a requirement to make grading improvements, or to extend or upgrade existing storm drains, inlets, and catch basins, and there may be requirements for detention and/or treatment facilities triggered by the City Stormwater Ordinance. Factors such as the amount of impervious surface involved, the project location, the availability and capacity of existing infrastructure, among others, play a role in determining these requirements.

All required drainage improvements shall be designed and constructed in accordance with the City of Seattle Standard Plans and Specifications which establish acceptable materials, dimensions, locations, installation and testing requirements, and other requirements for pipelines, manholes, connections, detention facilities and other system improvements. A Client Assistance Memo (CAM) is under development to provide design guidance to supplement the Standards.

Seattle Public Utilities (SPU) is responsible for the plan review of new street drainage and stormwater treatment facilities, as well as for the review of project impacts to existing SPU infrastructure.

The following design criteria apply for storm drains and street drainage including drainage appurtenances, sanitary and combined sewers, and side sewers and service drains.

4.17.1 Links to Standard Plans and Specifications

Standard Plans 200 Series

4.17.2 Design Criteria

Storm Drains and Street Drainage

Drainage review: A drainage review will be required for street improvements which involve more than 750 square feet of land disturbing activity.

Drainage: Shall be provided for improved streets and alleys and shall include catch basins and inlets that discharge to a public combined sewer, public storm drain, or other discharge point approved by Seattle Public Utilities (SPU).

Surface drainage: Establishing appropriate street grades is very important for drainage. Standards for cross slopes and longitudinal slopes are important for vehicular and pedestrian safety as well as surface water conveyance. A standard street cross section diagram can be viewed here and shall have a centerline crown elevation. Cross slope minimums shall be met to comply with the American with Disabilities Act (ADA), and also to ensure surface drainage gets to the gutter and flows down to drainage pickups. Streets shall generally have a centerline crown elevation, with some exceptions, such as super-elevated streets The surface drainage must be picked up before every intersection at the uphill side of any ADA wheel chair ramp. Drainage pickups may either be an inlet or catch basin depending on the site conditions. Refer

to Section 4.4 Grading and Section 4.5 Design Cross Section for more information.

Public storm drains: A new public storm drain may be required when

- there is no available public storm drain or public combined sewer, and there is no acceptable discharge point;
- to achieve adequate capacity; and
- when new pavement is installed over the permanent storm drain location and it is probable that the street will be a future public storm drain route.

New public storm drains shall be sized to handle all upstream tributary area from the drainage basin in which they are located. They shall be designed to be continuous with existing and future storm drain pipes that are or will be part of the storm drainage system. The engineer shall provide the hydraulic calculations used in the pipe design for review by SPU. Refer to Chapter 6.4 Natural Drainage Systems for guidance on providing a natural drainage conveyance system.

Storm drain pipes: New storm drain pipes shall be designed in accordance with the criteria shown in SPU Client Assistance Memo (CAM) Design Guidelines for Public Storm Drain Facilities (currently under development).

Storm drain water quality systems: Are generally site specific designs. For City owned systems, functional and operational needs for the site may require specific improvements and access requirements.

Stormwater detention: In areas served by a combined sewer, storm drains of inadequate capacity, or those that discharge into a riparian corridor, stormwater detention will be required for new and replaced impervious areas exceeding 2000 square feet, in accordance with the Stormwater, Grading and Drainage Control Code . Storm Drain detention systems shall be either an off-line system or an in-line system as approved by SPU. Standard pipe material for detention systems located within the City right-of-way and owned and operated by SPU shall be concrete or ductile iron pipe.

Stormwater treatment: If the new impervious areas exceed 5000 square feet, or the combined new and replaced impervious areas exceed one acre, there will be requirements for stormwater treatment. (See City Stormwater Ordinance for street specific impervious surface requirements). Public treatment facilities are installed in the street, and upon successful inspection they are turned over to SPU for operation and maintenance. Guidance for the design of these facilities is provided in published SPU Director's Rules.

Stormwater code compliance for street improvements: Street improvements shall comply with the requirements of the stormwater code. This includes street paving and sidewalk projects.

Sanitary and Combined Sewers

Location of public sewers: Public sewers shall be located in the centerline of the right of way and street at a minimum 12 foot of depth. The minimum pipe diameter shall be 8 inches. The standard pipe material shall be concrete pipe. All tees shall be 6 inches minimum. Sometimes it is advantageous to lay new side sewers to the curb line or property line whenever possible to avoid digging a newly paved street.

Extensions or upsizing of sanitary or combined sewers: May be required in order to provide service for projects that develop or rehabilitate certain properties. For public sewer extensions,

all new sewers shall be designated sanitary. In the State of Washington, it is illegal to build a new combined sewer. For sewer extensions in combined sewer areas, the developer shall be required to build both a sanitary sewer and a storm drain with the storm drain temporary tied into the combined sewer downstream so that the combined sewer area may be separated in the future.

Detention of stormwater flows: Additionally, new or replaced paving or other impervious surfaces trigger code requirements for detention of additional stormwater flows to combined sewers.

Side sewers and service drains: The pipeline between the building and the sewer or storm drain main is a side sewer or service drain, respectively. All side sewer and service drain work within the right-of-way requires a Street Use Utility Permit issued by DPD on behalf of SDOT.

Minimum grade, pipe size and materials, connection details, installation and testing requirements: Side sewers and service drains shall be designed and installed in accordance with the City of Seattle Standard Plans and Specifications, 2008.

Ownership: Side sewers and service drains are owned and maintained by the property owner. The minimum grade is 2%, 6" minimum size; pipe material shall be according to the Seattle Side Sewer Code. New core taps shall be per the core cut procedure.

Use of existing side sewers: It is possible to use existing side sewers in lieu of a new connection in some cases. It is highly recommended that the property owner's contractor conduct a video inspection and advise the property owner prior to deciding.

Street restoration: SDOT is responsible for street restoration for side sewer and service drain installation and maintenance.

4.17.3 Design Considerations

Build-overs: For build-overs for SPU owned sewer and drainage appurtenances, the applicant shall follow the guidance of SPU's build-over CAM.

Inspection: Inspection of drainage improvements may be by DPD, SDOT or both. DPD will not issue the building occupancy permit until the pipe is formally accepted by SPU. The installer should arrange with SPU to inspect the pipe and obtain approval for the installation prior to pavement restoration.

Location to allow future repairs or new connections: Other utilities shall be placed so they are not directly parallel over sewer and/or storm drain lines in order to allow digging down for future repairs or new connections.

4.18 Water Mains

New water mains are subject to the approval of Seattle Public Utilities (SPU) Engineering.

4.18.1 Links to Standard Plans and Specifications

Standard Specification 1-07
Standard Specification 9-30
Standard Specification 7-10.3(5)C
Standard Specification 7-11
Standard Plan 030: Standard Locations for Utilities (Residential Street)
Standard Plan Section 300: Watermain Appurtenances
Standard Plan 286a and 286b: Sewer and Water Spacing and Clearances
Standard Plan 330a and 330b: Water Main Thrust Blocking Vertical Fittings

4.18.2 Design Criteria

Water main design and pre-design meeting: SPU Engineering provides design criteria for water mains at a required pre-design meeting that will be scheduled by SPU Customer Service.

SPU and other agencies may stipulate conformance to water main requirements and to other utilities. For the purpose of uniformity all projects will require a DPD Master Use Permit (MUP) application. Also, the Applicant should contact Seattle Public Utilities staff for anticipated work within the right-of-way that may impact existing water mains or water facilities.

Protection of existing facilities: special measures to protect existing or proposed facilities may be required depending on scope and impact of the proposed water main project. Special protection measures may include but not exclusively the use of restrained joint pipe, corrosion protection, and construction methods.

Water main plans and submittals: The plans for water mains and appurtenances shall show:

- all appropriate physical features adjacent to the proposed water mains;
- horizontal and vertical controls;
- hydrant coverage; and
- other utilities such as gas mains, sanitary and storm sewers, manholes, etc, including horizontal and vertical separation distances.

Design details for other utilities that do not affect the water main will not be shown on water main plans. Refer to the SPU CADD standards.

The Project Engineer must show that all water main projects meet the requirements and that evidence of approval be provided to the jurisdiction in charge.

Pipe material: All materials for water distribution shall be new and conform to Standard Specifications Section 9-30.

Standard location for water mains within the public right-of-way: Water mains will be generally located on the north and east side of the public right-of-way, or as approved by the SPU Engineer. In the event that the standard location for water mains is not available SPU Engineering will provide guidance in the best alignment available.

Water valves: Water valves will generally be placed aligned with the perpendicular right-of-way margins, as shown in Figure 4-22: Typical Valve Location. If this location is otherwise unavailable

SPU Engineering will appoint the alternative position. SPU Engineering will approve the final location for all water components constructed in the City right-of-way.

Water main, sewer and other utilities separation: Water mains and water service lines shall be protected from the following:

- sanitary sewers;
- storm sewers;
- combined sewers;
- house sewer service connections;
- drains;
- sanitary sewer force mains; and
- other utilities.

Spacing between water mains and other utilities should comply with City of Seattle Standard Specifications 1-07, and Standard Plans 286a and 286b.

Depth of pipe cover: All pipe shall be laid to a minimum depth as indicated in Standard Specification 7-10.3(5)C and Standard Plan No. 030.

Thrust block: Provide concrete thrust blocks at points where piping changes directions or at dead ends. Thrust blocks shall be designed and installed as indicated in Standard Specification 7-11. Also, thrust blocks must conform to Standard Plan Nos. 330a and 330b.

For pipes larger than 12 inch diameter, and where water pressures are higher and/or soil conditions are poor, the developer engineer shall design the correct block size. All thrust block designs will require the approval of SPU Engineering prior to installation. The stamped calculations shall be submitted to SPU Engineering for review and approval.

Test pressure for field testing water main pipe: Field pressure testing for water mains shall be in accordance with Standard Specification 7-11. Field hydrostatic testing of various diameter ductile iron water main pipes and appurtenances shall be:

Test Pressure for Field Testing Water Main Pipes

Pipe Diameter (inches)	4	6	8	10	12	16 or larger
Test Pressure (psi)	300	300	300	300	300	250

Flushing and disinfection: Before being placed in service all newly installed pipes, valves, hydrants and appurtenances shall be flushed, disinfected and kept clean, and an acceptable bacteriological report shall be obtained. Flushing and purification shall be in accordance with Standard Specification 7-11.

Vault location: Prior to water service approval, SPU Customer Service shall coordinate all work associated with installation of service vaults. The table below provides some preliminary information. SPU Water Crews will perform all service work.

Water services: For further inquiries regarding water services please contact SPU Engineering or SPU Customer Service.

- Get more information on water service standard charges

- Get more information on metering
- Get more information on drinking water rates

Vault Location by Meter Size and Type

Vault Meter Size and Type	General Location in the ROW
Domestic	
3/4" & 1" Domestic	See City of Seattle Std. Plan #286b
1 1/2" & 2" Domestic	See City of Seattle Std. Plan #286b
3" & 4" Domestic	Vault plan required (installation by SPU Crews) contact SPU Customer Service
6" Domestic	
Fire	
2" DC Fire Service	
4"-10" x 3/4" DC Fire Service	
Combination	
4" Combination Service	
6" Combination Service	
8" Combination Service	

4.18.3 Design Considerations

- Consider how to maintain fire flow during construction activities.
- Coordination with SPU water operations is required for all new connections, services, meter installations and any temporary cut and caps or temporary mains to facilitate your construction.
- Provide notice to the Fire Department if flow will be impeded and what provisions have been made – also note if access at the site will be limited or if street access will be limited.
- Be sure to check for utilities in the project alignment especially around large service locations as they could interfere with water mains, blocking, or meter vault installations.
- Only SPU crews are allowed to operate the existing water system for public health and safety reasons. Plan to coordinate with SPU water crews well in advance of starting construction to have your work added to crew work schedules.

4.19 Fire Protection

4.19.1 Links to Standard Plans and Specifications

Standard Specification 7-14: Hydrants
Standard Plan 310a and 310b: Type 310 Hydrant Setting Detail
Standard Plan 311a and 311b: Type 311 Hydrant Setting Detail
Standard Plan 312: Fire Hydrant Marker Layout
Standard Plan 313: Wall Requirements for Hydrants
Standard Plan 314: Fire Hydrant Locations and Clearances

4.19.2 Design Criteria

Hydrant pressure: Seattle Fire Department Administrative Rules require that any single hydrant provide 2000 gpm (1000 gpm for single family dwellings) at minimum residual pressure of 20 psi. Design and construction of fire protection features should comply with Seattle Fire Code and Standard Plans and Specifications.

Hydrant resets, relocations and adjustments: Any hydrant resets, relocations and/or adjustments will be identified during the design approval process or with construction scheduling. These changes require 4-6 weeks advance notice. Please contact SPU Engineering.

Fire flow requirements: The Seattle Fire Department and SPU Engineering will authorize all designs impacting fire flow. The following requirements apply:

- Required FF 1000 gpm (single family)
- Required FF 4000 gpm (commercial)
- Required FF 8000 gpm (major institution)

Fire hydrant Locations: Fire hydrant locations must conform to Standard Specification 7-14 and Standard Plan 314.

Use of fire hydrants under non-firefighting conditions: Temporary use of a hydrant by private individuals, businesses or organizations will be allowed under certain conditions. To this extent, Seattle Public Utilities will control use of all hydrants within the distribution system. In accordance with SPU Policy & Procedure item SPU-SEC-0004 temporary water service from the distribution system, for less than six months, may be authorized via a hydrant use permit or hydrant use meter issued by SPU Customer Service. For information regarding Hydrant Permits please contact the SPU Customer Service.

Refer to listing of water service permit charges.

4.19.3 Design Considerations

- During survey activities, be sure to note the location of existing hydrants and work to space your hydrants appropriately.
- Hydrants should not be placed next to driveways or other private access points where they may impede existing access.
- Seattle Public Utilities supplies all hydrants. Please contact SPU Customer Service for more information.
- Changes to fire service including street access during construction require coordination with the Seattle Fire Department.

Design Criteria

4.20 Clearances

Clearances are the minimum distances between elements in, under and above the street right-of-way. Clearance requirements are a key factor in how space within the right-of-way and on private property adjacent to the right-of-way can be used. Maintaining appropriate clear distances between certain elements in the right-of-way and on private property is necessary for a variety of reasons. Safety is a key consideration—for the traveling public, the property owner and for operations and maintenance crews who must access elements in the right-of-way for

routine maintenance or repair. Appropriate clearances also enable the proper growth and development of trees and landscaping, and help protect and maintain both overhead and underground utilities.

This section describes required lateral and vertical clearances as well as special circumstances where additional clearance requirements may apply. The minimum clearances defined in this section are requirements. When minimum clearances can not be met due to site condition constraints, the City staff will work with the applicant to determine an acceptable solution. Deviations from the standard clearances in this section are considered on a case by case basis and are evaluated by SDOT, SPU and other departments as needed.

4.20.1 Links to Standard Plans and Specifications

Standard Plan 030: Standard Location for Utilities (Residential Street)

4.20.2 Design Criteria

Standard Lateral Clearances

From	To	Standard Clearance
Curb face	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	3 feet
Edge of sidewalk	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	1 feet
Textured surface of wheel chair ramp	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	1 feet
Edge of sidewalk	Stair riser	2 feet
Pole face, fire hydrant	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	5 feet
Stop sign	Nearest parking space	30 feet
Obstruction in sidewalk	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	6 feet
Multi-use trail, edge of pavement	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	2 feet (3 feet preferred)

Standard Vertical Clearances

From	To	Standard Clearance
Roadway surfaces	Any horizontal projection over named surface	20 feet (may be reduced to 16.5 feet in certain cases)
Sidewalk surfaces	Any horizontal projection over named surface	8 feet
Roadway surfaces	Tree limbs	14 feet
Alley surfaces	Any horizontal projection over named surface	26 feet (to allow for garbage truck lifts)
Bicycle path	Any horizontal projection over named	10 feet

surfaces surface

Trees: For more information about clearances and trees, including conditions for deviating from the standard clearance listed below due to site constraints; refer to Section 4.14.2 Clearances from Street Trees. Factors to consider for a deviation from the standard required clearances between street trees and utilities may include the depth and age of the pipeline, the possible use of root barriers, the nature of the plantings, fire code requirements, and other factors.

Standard Clearances from Trees

From	To	Standard Clearance
Centerline of Tree	Face of curb	3.5 feet
	Sidewalk or sidewalk landing	2 feet
	Driveway (measured from edge of driveway at sidewalk)	7.5 feet
	Centerline of streetlight poles	20 feet (varies according to type of tree)
	Centerline of fire hydrants	5 feet
	Centerline of utility poles	10 feet
	Extension of cross street curb at an intersection	30 feet
	Underground utility duct, pipe or vault	5 feet (except ducts and gas pipes as shown on Seattle Standard Plan 030 for residential streets)
	Roadway edge	10 feet (where no curb exists)

Railroad clearances: Certain requirements apply if a project is in the on, over, under, or in the vicinity of land or facilities owned and/or operated by railroad operators. There are three reference points for determining clearances: 1) the franchise agreement for a particular piece of railroad in the right-of-way; 2) state requirements; and 3) federal requirements. Whether state or federal (or both) requirements apply depends on the track classification and function.

Standard Clearances from Railroad Facilities

From	To	Standard Clearance
Centerline of railroad track	Any obstruction 6” or more in height	Minimum lateral clearance of 8.5 feet (10 feet desired). This clearance shall be increased 1.5 inches for every degree of track curvature
	Sidewalk or sidewalk landing	2 feet
	Driveway (measured from edge of driveway at sidewalk)	7.5 feet

Governing Common Carrier Railroads prescribed by the Washington Utilities and Transportation Commission. Minimum clear distance above a railroad track shall be 23 feet.

If your project is on or adjacent to property owned by railroad operators, contact the operator for information about required clearances or additional permit requirements.

Bicycle parking clearances: In addition to the clearances defined in the table below, bicycle parking facilities must not encroach upon a minimum of 6 feet of clear sidewalk space. Narrow racks such as the inverted-U rack, must have a total minimum combined clearance of 6' around the rack, measured from any point on the rack.

Standard Clearances from Bicycle Parking

From	To	Standard Clearance
Bicycle parking	Curb when adjacent to parking	3 feet
	Curb when adjacent to vehicle travel lane	2 feet
	Street trees and street furniture for the rail-type rack	1 foot

Electrical utility clearance requirements: Applicants who are developing a new project must pay attention to the potential conflicts between existing electrical facilities in the public right-of-way and their new building during project planning, design, demolition and construction. The following criteria applies:

Minimum horizontal and vertical clearances between overhead power distribution and buildings or other structures: The Seattle City Light (SCL) Overhead Power Distribution requires a minimum horizontal and vertical clearance from buildings and structures. The purpose of this clearance is to keep the general public and workers without high voltage electrical expertise out of harms way. Clearances also provide adequate space for qualified electrical workers to operate safely and efficiently during construction and long term operations and maintenance activities. Additional clearances are required to allow for regular building maintenance such as window washing activities.

Zero lot line developments: Zero lot line developments often run into clearance problems with high voltage overhead and underground electrical facilities and wires. Land use setback requirements alone, for example when minimal front yard setbacks are allowed, are likely not adequate to account for required clearances from overhead electric utilities. Note that clearances are also required where electrical facilities are located in alleys. Thus proposed buildings may need to be located further back from property lines to accomplish required clearances. The attached drawing and information provide some additional general information.

Permit applicants must adhere to electric utility clearance requirements. Please contact Seattle City Light to arrange a meeting as early as possible in your design process. We recognize that each proposed development location, adjacent utilities, streetscape, and development request is unique. Even if poles and wires are not immediately adjacent to your property at this time, it is best to assume clearances are needed until you meet with Seattle City Light and verify otherwise. The City is growing. Additional and relocated infrastructure will be needed to serve this demand.

Refer to Figure 4-23: Seattle City Light Utility Clearance.
Refer to Electrical Utility Clearances Notes.

Electrical facilities and driveways: If an existing power pole or underground vault is in the middle of the future driveway, the applicant will be required to pay SCL, in addition to providing SCL with sufficient lead time, to reconfigure or to relocate its electrical facilities to resolve the conflict(s).

Electrical service entry points: It is also beneficial, financially and schedule-wise, for the applicant to pay attention to the electrical service entry point for the new building relative to SCL's facilities in the public right-of-way. The farther the service entry point from SCL's facility, the more complicated, time consuming and costly the service installation will be.

Underground ordinance areas: Certain areas in the City have been designated as 'underground ordinance' areas. There is still a fair amount of overhead electrical distribution facility in some of the recently declared underground ordinance areas. Regardless of whether the existing electrical distribution system in the underground ordinance areas are overhead or underground, the electrical services to developments in these areas are required to go underground. Please contact other overhead utilities such as telephone and cable television companies for their undergrounding requirements in these areas.

Easements: Occasionally, if the available space, or the lack of available space, precludes SCL from serving the building(s) directly from its system in the public right-of-way, easement(s) from the property owner(s) or their neighbor(s) may be required for placing a local distribution system. This may include (but is not limited to) poles, anchors, wires, vaults, handholes, or conduits on site.

Further guidance and contact information: The *Requirements for Electrical Service Connection Manual*, which is currently being updated, will be available as a service installation guide for homeowners, developers.

SCL and DPD staff will work closely with you to accomplish appropriate clearances required for design, during construction and at final build-out. Communication and resolution of required clearances are critical to final design and construction approval of your proposal. Contact City Light Customer Engineering for more information regarding service requirements.

4.20.3 Design Considerations

The applicant is advised to document the existing site conditions early in the design phase to identify any elements that may have a required clearance to help avoid possible costly site modifications during permitting.

4.21 Structures Within the Right-of-Way

City-owned structures are structures in the City's Right-of-Way installed to benefit the general public, built according to approved plans and specifications, which then are owned and maintained by the appropriate public entity such as: Department of Transportation; Parks and Recreation; Public Utilities; Fleets and Facilities or other public agencies. The primary types of structures are retaining walls, bridges, stairways and other transportation structures. All design elements shall conform to Section 4.21.2 of this manual. In addition, each public facility owner may have a specific acceptance policy by which the structural types, design details and construction practice are evaluated prior to approval.

Privately owned structures are installed with the development of private property and are maintained by the adjacent property owner. These structures, typically retaining wall systems,

may require an annual permit and an indemnity agreement, insurance and the owner will be responsible for the costs of an annual structural inspection. All design elements shall conform to Section 4.21.2 of this manual.

All proposed structures, shall require the approval of the Director of Transportation prior to the issuance of the construction permits. Submittal for approval shall include stamped plans and calculations, specifications, relevant survey and geotechnical information used for the design.

4.21.1 Links to Standard Plans and Specifications

Standard Plan 141: Rock Facing
Standard Plan 440a and 440b: Cement Concrete Stairway & Handrail
Standard Plan 441: Cement Concrete Steps
Standard Plan 442: Steel Pipe Handrail
Standard Plan 443a and 443b: Steel Pipe Railing for Bike Path
Standard Plan 800: Support Wall
Standard Plan 801: Curb Wall

4.21.2 Design Criteria

Wall Location

Cuts and fills along the edge or end of a roadway occur when the existing ground and proposed elevations differ. A retaining wall system is required if the elevation difference cannot be maintained with a maximum allowable ground slope per design standards. The intent of the wall limit shall be clearly defined on the drawings, including details for the wall ends.

All retaining walls shall be at least2 feet clear of the sidewalk and 3 feet clear of the curb face where there is no sidewalk, unless otherwise approved by the Director of Transportation. Barriers, railings or fencing at the top of these walls may be required to provide safe passage. This requirement will be determined by the Traffic Division of the Department of Transportation. Refer to section 4.21.1 for the standard plans.

Design Standards

All design shall be performed by or under the direction of a professional structural engineer.

The following design standards shall be used:

1. City of Seattle Right-of-Way Improvements Manual
2. City of Seattle Standard Plans for Municipal Construction
3. City of Seattle Standard Specifications for Municipal Construction
4. Washington State Department of Transportation (WSDOT) Design Manual.
5. WSDOT Bridge Standards Drawings.
6. AASHTO LRFD Bridge Design Specifications, 4th edition.

Wall Types and Details

Erosion facing/non-structural walls: When the soil is determined to be stable under static conditions by a geotechnical engineer, the erosion facing wall, such as rock facing or decorative stackable masonry blocks may be used. These are considered non-structural walls. Refer to section 4.21.1 Rock Facing Wall Standard plans. The maximum allowable height fro this wall system is 8 feet.

All rock facing shall be at least 3 feet clear of the sidewalk, unless otherwise approved by the Director of Transportation.

Alternate erosion facing may include stackable masonry blocks, jut matting, etc. Any near vertical erosion facing needs to meet the same slope and clearance criteria as rock facing and requires the approval of the Director of Transportation.

Structural Walls: When soil is unstable under static conditions, a structural wall is required to support the soil permanently. SDOT accepts both the standard and non-standard structural wall types. For proposed structures that are non-standard and lack the long term performance history, pre-approval of the concept is required before design work should proceed.

An example of a non-standard wall is structural soil (geoweb soil wrap) wall. This wall system may be designed where no utilities or excavations would be anticipated. Permission to use these types of walls is rare, due to future utility uses and the no-dig zone space required for the soil mass.

Wall design height measured from the top of the leveling pad or the bottom of the lagging to the top of the wall that are greater than 30 feet proposed for City-owned and maintained structures require the approval of the Roadway Structures group of the Department of Transportation.

General Requirements:

1. If a retaining wall is not designed to resist hydrostatic pressure, install a 6-inch diameter subsurface drain and 3-inch diameter weep holes spaced 12 feet apart. The weep hole shall be placed 6 inches above the finished grade at the toe of the wall, per City of Seattle Standard Plans. The subsurface drain shall be tied into the City drain systems, as approved by SPU. Refer to the standard plans in section 4.21.1 for weep hole detailing.
2. If a retaining wall is designed on top of an existing retaining wall, the new retaining wall should be designed with the assumption that the lower wall is not contributing to the lateral support to the slope below the newly designed retaining wall.
3. Wall details that are water and debris traps should be avoided.
4. Pedestrian guardrail openings shall not exceed 4 inches wide and the general layout shall discourage climbing activity.
5. Private and public retaining walls shall not be built integrally. Total structural isolation is required for adjacent walls.
6. Concrete wall that are prone to graffiti shall be coated with a moisture barrier and anti-graffiti paint.

The following are types of structures common to the City:

Reinforced Concrete Retaining Walls: Standard WSDOT cantilever reinforced concrete retaining wall design is acceptable. For walls longer than 30 feet, those must have expansion joints at a maximum of 24 foot spacing.

Soldier pile walls: Soldier pile walls are applicable when the soil types are unsuitable for other wall systems and where the right-of-way is unavailable for a standard cantilever retaining wall. This wall system shall have a reinforced concrete face and may be constructed with shotcrete or cast-in-place methods. Weep holes and drainage shall be provided behind the wall. Unless

enclosed by structural concrete, steel wide-flange piles should be coated with zinc rich primer and coals tar epoxy per City standard Specifications from the top of the wall to a minimum of 2 feet below the bottom of the lowest lagging.

Stairways / ramps: Stairways in public right-of-way shall be designed according to Seattle Standard Plans 440a and 440.b Treads shall be 11 inches minimum and 12 inches maximum. Riser height shall be 5 inches minimum and 7 inches maximum. A minimum 5 foot landing shall be provided after each 20 risers. The first riser shall be at least 2 feet clear of the public walk. Pedestrian lighting shall be provided for stairways.

Handrails and pedestrian rails: Railings shall be designated as "handrails" or "pedestrian rails" and their usage shall be as determined by Figure 4-24: Determination of Hand Rails vs. Pedestrian Rails.

Handrails shall be designed in accordance with Standard Plan 442 or 443, as appropriate.

Pedestrian rails shall be designed in accordance with criteria established by the SDOT Director, in compliance with guard requirement of the International Building Code (IBC), meaning that they shall have a maximum spacing of 4" for vertical elements of the railing.

Traffic barriers: Vehicular railings on bridges shall be designed in accordance with AASHTO standards. Vehicular railings on retaining walls shall be designed in accordance with AASHTO standards unless otherwise approved by the SDOT Director. Vehicular guardrails on approaches to structures shall be designed according to Washington State Department of Transportation standards. For guardrails not on structures, the SDOT Director will determine the type of guardrail required.

Pedestrian overpasses / underpasses and skybridges: Pedestrian overpasses and underpasses typically span a transportation right-of-way and provide a connection between destinations that have a high volume of pedestrian use. Pedestrian overpasses shall be designed in accordance with criteria established by the SDOT Director. Skybridge permit policies are defined in the Seattle Municipal Code, Section 15.64: Skybridge Permits. SDOT requires AASHTO standard designs over the street and IBC at connections to buildings on private property.

Areaways: Use the IBC for structural design with 250 lbs/sf live load for sidewalk top. Include curb ramps in the surface of the areaway to mimic Standard Plan 422 at intersections (including "T" intersections).

Bridges: Bridges shall be designed in accordance with AASHTO LRFD Specifications for Highway Bridges.

Other structures: Sign support structures and streetlight poles shall be designed in accordance with AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

Construction Specifications

Slope stability shall be maintained at all times during the constructions of the wall system. Common methods used include temporary cut slopes, temporary shoring or temporary shotcrete.

Submittal of the construction specifications are required for the mechanically stabilized earth (MSE) wall.

Permission: During construction access rights from adjacent property owners may be needed. A negotiation for these rights by the developer needs to begin as soon as the need is discovered. SDOT will provide the needed document for signature by the affected property owner giving the right to enter private property for the scope of the construction and maintenance of the project.

Ownership/Maintenance Acceptance: Acceptance of privately built retaining walls that will be maintained or owned permanently by SDOT require the following prior to formal acceptance:

1. As-built shop drawings and plans in Mylar and are filed in the City's Record Center, (SPU's Record Vault).
2. Reduced size as-built final design calculations with the Structural Engineer's stamp and signature as well as the geotechnical report submitted to Roadway Structure's staff and all punch list items are completed to the satisfaction of the inspector.

4.22 Turn arounds and Cul-de-Sacs

When an existing right-of-way is not platted through from street to street, or when topography or other conditions preclude a street from being improved to its full street-to-street length, a cul-de-sac or other vehicular turnaround shall be provided. Cul-de-sacs are required at all street dead ends, and turnarounds are required at private access easement dead ends.

4.22.1 Links to Standard Plans and Specifications

N/A

4.22.2 Design Criteria

Determination of through street: The DPD Director, in consultation with the SDOT Director, shall determine when a street does or does not have the potential to become a through street. Dedication of additional right-of-way width may be required to accommodate the turnaround.

Cul-de-sac and turnaround design: Refer to Figure 4-25: Cul-de-sacs for passenger vehicle cul-de-sac designs and Figure 4-26: Alley and Easement Turnarounds for turnaround designs approved by the SDOT Director. Alternate designs may be proposed through a deviation request and are subject to the approval of the SDOT Director.

Turnarounds for non-residential zones: Shall be designed to accommodate the types of vehicles using the street, alley, or easement. Maximum longitudinal slope permitted for a cul-de-sac or turnaround is 5%.

Alley turns and turnarounds: Turnarounds are required at alley dead ends when the connecting street is an arterial. Figure 4-27: Alley Turns illustrate alley turns that are approved by the SDOT Director for SF, L1, and L2 zones. All other zones will need individual review. The turn shall be designed to accommodate the types of vehicles using the alley. Alternate designs may be proposed through a deviation request, subject to the approval of the SDOT Director.

4.22.3 Design Considerations

The Fire Department may require additional criteria for cul-de-sacs or turnarounds and alley turns or turnarounds when needed for adequate fire access.

4.23 Traffic Operations

All traffic control devices, such as traffic signals, traffic signs, or channelization shall conform to the Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD). Any revisions or additions to requirements specified in the MUTCD are subject to approval by the SDOT Director. Normally, modifications, additions, and installation of traffic control devices will require appropriate documentation of need. Refer to Figure 4-28: Channelization Plan Checklist

4.24 Transit Zones

Transit Zones include passenger waiting, queuing and boarding uses in the sidewalk area as well as bus layover or staging uses along curb spaces in the street.

- It is important to design transit facilities and amenities that will attract transit patrons and accommodate their movements between destinations and transit services.
- Transit zones should be easily identifiable, safe, accessible, secure, and provide a comfortable waiting area for transit passengers while providing for pedestrian sidewalk circulation and through block connections for pedestrian travel.

New development must coordinate with SDOT Note: our procedures include asking developers and DPD to go through SDOT and SDOT will coordinate with Metro. For the installation, relocation and/or removal of transit zones and or/facilities, including bus layover or staging areas. For permanent installations, relocations, and/or removals, contact SDOT Policy & Planning transit staff.

4.24.1 Links to Standard Plans and Specifications

Standard Plan 423: Bus Shelter Footing
Standard Plan 630: Metro Bus Zone Sign Installation

4.24.2 Design Considerations

Design guidelines are to be used for the design of transit facilities, the placement of transit passenger amenities, and to describe the process for developing transit facilities:

- Transit zones should be accessible. Americans with Disabilities Act (ADA) considerations will be given top priority in the siting and design of new and existing transit zones. Transit zones should consist of an accessible pathway and a wheelchair lift landing pad that are free from obstructions.
- Transit signage placement, equipment, service and schedule information will be provided for by King County/Metro Transit and authorized by SDOT.
- Transit zones are common places to find street furnishings and street lighting. Transit shelters and other amenities, including pedestrian scaled lighting, benches & litter receptacles must be consistent with transit agency priorities, standards and criteria.
- Utilize and/or design overhangs, canopies, and building arcades to provide weather protection for transit patrons, including leaning rails, benches and pedestrian scaled lighting. The design of overhead weather protection should be coordinated with the lead transit agency.
- Bus stop design must be done with careful consideration of transit speed and reliability

and overall traffic operations. Installation of bus stops which require buses to pull into and out of traffic should occur only where an in-lane stop configuration is not feasible.

- For safety, consider transit stops on the far side of the intersection.
- Locate transit stops to assure comfort, convenience and safety for all transit users, including pedestrians, cyclists and people with mobility impairments. Consider well placed, well lit locations with good site distance in close proximity to crosswalks.
- Transit zones will be spaced to maximize the speed, reliability, rider comfort, and efficiency of transit service while providing adequate service coverage. The City of Seattle Transit Plan and current industry best practices call for ¼ mile stop spacing between bus stops.
- King County/Metro Transit requests pre-design coordination and requires plan review for projects adjacent to transit corridors, zones and facilities. Contact Metro Transit's Transit Route Facilities Supervisor.
- Contact King County/Metro Transit's Office of Construction Coordination for construction impacts to transit corridors, services, zones (including bus stops and layovers) and trolley overhead system.

4.25 Street Furniture, Public Art and Unique Objects in the Public Right-of-Way

Street furnishings, public art and other pedestrian and bicycle amenities are important elements that can create a comfortable, safe and attractive public realm. Examples of street furnishings include benches, litter and recycling receptacles, bike racks, multiple publication newsstands, water fountains, pedestrian scaled lighting and planters. Public art includes art instillations that have a functional component and art that is purely aesthetic. Some types of street furnishings such as automated pay toilets, public kiosks and other atypical amenities are referred to as 'Unique Objects' because they require special location and design considerations.

The intent of this section is to promote consistency, predictability, safety and design excellence in the type and location of public realm amenities located in the right-of-way. Get more information on street furniture.

4.25.1 Links to Standard Plans and Specifications

N/A

4.25.2 Design Criteria

To ensure user comfort and safety the arrangement of elements in the sidewalk corridor should include a landscape/furniture zone, a pedestrian zone and a frontage zone.

Accessibility consideration: Pedestrians with vision impairments can detect objects mounted on walls or posts if they are installed so that the leading edge is less than 27 inches above the sidewalk. Items mounted above this height should not project more than 4 inches into any circulation route. Particular care should be taken to locate temporary signage so that it does not impede pedestrian travel.

Frontage, Pedestrian and Street Furniture/Zones
(*photo courtesy of Shelley Poticha*)

Locating public art in the right-of way: The Seattle Office of Arts and Cultural Affairs is responsible for public art in the right-of-way. Like other types of street furnishings, public art should be located outside the Pedestrian Zone unless it is integrated into the walking surface. For more information, please review the Director's Rule on how Visual Artworks are reviewed.

Locating unique objects in the right-of-way: Unique objects in the right-of-way include privately funded public art, commemorative plaques, memorials, automated pay toilets, bus shelters, special furnishings, wayfinding signage and community bulletin boards. SDOT staff will evaluate applications and serve as the first point of contact for proponents with advice from the Seattle Design Commission. SDOT will also serve as the coordinating agency between the Design Commission, Arts Commission, Seattle Parks Department Historical Preservation section, and other appropriate review authorities. Refer to additional information on project review at the end of this section.

Any street furniture, public art or other unique objects in the right-of-way require an annual street use permit.

Public Art—Unique Objects in the Right-of-Way

4.25.3 Design Considerations

Special pavement: Used appropriately special pavement, including tile, brick and finish treatments such as exposed aggregate, can increase the quality of the pedestrian environment. Design considerations include ensuring that pavement is durable, slip resistant, and free of trip hazards. A further design consideration is the ease of accommodating future pavement cuts and restorations.

Street trees: Street trees and landscaping are a highly desirable part of the pedestrian environment and an important complement to street furnishings. Typically street trees are located in the Planter Furniture zone. For more information on street tree integration refer to Section 4-14 Street Trees and Landscape Architectural Guidelines. *Note: the use of above grade planters is encouraged only where below grade conditions or other constraints right-of-way tree pits.*

Seating: Successful outdoor seating requires thoughtful design and placement. Seating should be designed to encourage appropriate use and be located to maximize user comfort and utility. Consider integrating seating into art installations or hardscape. Seating should generally face the pedestrian zone.

Sidewalk cafes: A sidewalk cafe is an open-air seating area on a public sidewalk used by restaurant patrons while consuming food or beverages provided by an adjoining restaurant. Sidewalk cafes can provide vitality and interest to the sidewalk environment and are encouraged where they can be accommodated. A sidewalk cafe permit is initiated through the Department of Planning and Development and involves the serving of food. Refer to design and approval of sidewalk cafes.

A table and chairs permit is issued in SDOT's Street Use Division and allows a maximum of four tables with two chairs per table per permit. The tables and chairs are open to anyone to sit and use the amenity. There is no food service allowed, but patrons may take their food outside to eat. Refer to table and chair permits.

Maintenance agreements: The City of Seattle will require a maintenance agreement for the artwork and may also require insurance and a hold harmless agreement, depending on the artwork and the site location. Get more information on maintenance agreements.

Examples of Public Art Seating

Louis Longi, 1999

Jorg Dubin, 2000

4.26 Freight Facilities

The transport of goods and services is critical to Seattle's and the region's economic development. As the state's largest metropolitan area and as a major port and trade gateway, Seattle's businesses and industries rely on truck, rail, marine, and air transport. Refer to the Freight Mobility Action Plan for more information about Seattle's freight network. Section 4.26.1 below identifies links to freight design resources presented in this Manual.

4.26.1 Links to Freight Design Resources

Freight Networks: All arterial streets support freight movement. The Major Truck Street network is defined and mapped in the Transportation Strategic Plan (TSP). In addition to the Major Truck Street classification (Figure 25), refer to Figure 17: Existing Connector Routes between Port Terminals and the Freeway Network, and Figure 18: Existing Connector Routes between Port Terminals and Railroad Intermodal Facilities. The roadways defined in these networks are key routes for freight movement. Projects that impact the freight network must recognize and consider the impacts of a proposed project on freight facilities to reduce project impacts.

Links to Design Criteria: A number of design criteria defined in this manual specifically support freight mobility and access. Refer to the following sections for more detailed information:
3.1.1c. Existing Streets, Improvement Requirements by Zone, Industrial Landscape Street Map
4.2.1: Street Classifications—Major Truck Streets
4.2.1f: Industrial Access Street Type

4.6 Roadway Width
4.7 Roadway Pavement
4.8 Intersections

4.27 Contact Information

Organization Name/Website	Phone
Bicycle Facilities	(206) 684-7583
Clearances	(206) 684-5283
Crosswalks	(206) 684-7583
Cul-de-sacs and Turnarounds	(206) 684-5283
Curbs	(206) 684-5283
DPD—City Design	(206) 684-0763
Driveways	(206) 684-5283
Fire Protection	(206) 684-5976
Intersections	(206) 684-5283
Metro Transit Route Facilities Supervisor	(206) 684-1321
SDOT Policy, Planning and Major Projects Division, Planning, Street Classifications, and Street Types	(206) 615-0872
SDOT Street Paving, Roadway Pavement	(206) 233-0044
SDOT Street Use Division	(206) 684-5283
SDOT Street Use Division, Design Cross Section	(206) 684-5283
SDOT Street Use Division, Grading	(206) 684-5283
SDOT Street Use Division, Roadway Width	(206) 684-5283
SDOT Urban Forestry Division Seattle Municipal Tower PO Box 34996 700 5th Avenue, Suite 3900 Seattle WA 98124-4996	
Seattle City Light Customer Engineering: Seattle City Light North Electrical Services – north of Denny Way North Customer Engineering, 1300 N. 97th St. Seattle	(206) 615 0600
Seattle City Light Customer Engineering: Seattle City Light South Electrical Services – south of Denny Way South Customer Engineering, 3613 - 4th Ave. S. Seattle	(206) 386 4200
Seattle Office of Arts & Cultural Affairs	(206) 684-7171
Seattle Public Utilities (SPU) Utility Service Teams Seattle Municipal Tower 700 5th Avenue Floor 31	(206) 684-5976 (206) 684-5800

Seattle, WA 98104	
Seattle Public Utilities (SPU) Records Seattle Municipal Tower, 47th Floor	(206) 684 5132
Sidewalks	(206) 684-7583
Street Lighting	(206) 684-5197
Street Drainage, Storm Drains and Sewers	(206) 386-0028
Street Furniture, Public Art and Unique Objects in the Right-of-Way	
Street Trees and Landscape Architectural Features	(206) 233-7829
Structures within the Right-of-Way	(206)-684-8325
Transit Zones	(206) 684-5283
Water Mains	(206) 684-5976

Additional contact information and resources are located in the City of Seattle Staff Directory, which is searchable by Department, Division and individual staff.