

Figure 6-1

September 2005

Street Design Concept Plan Process



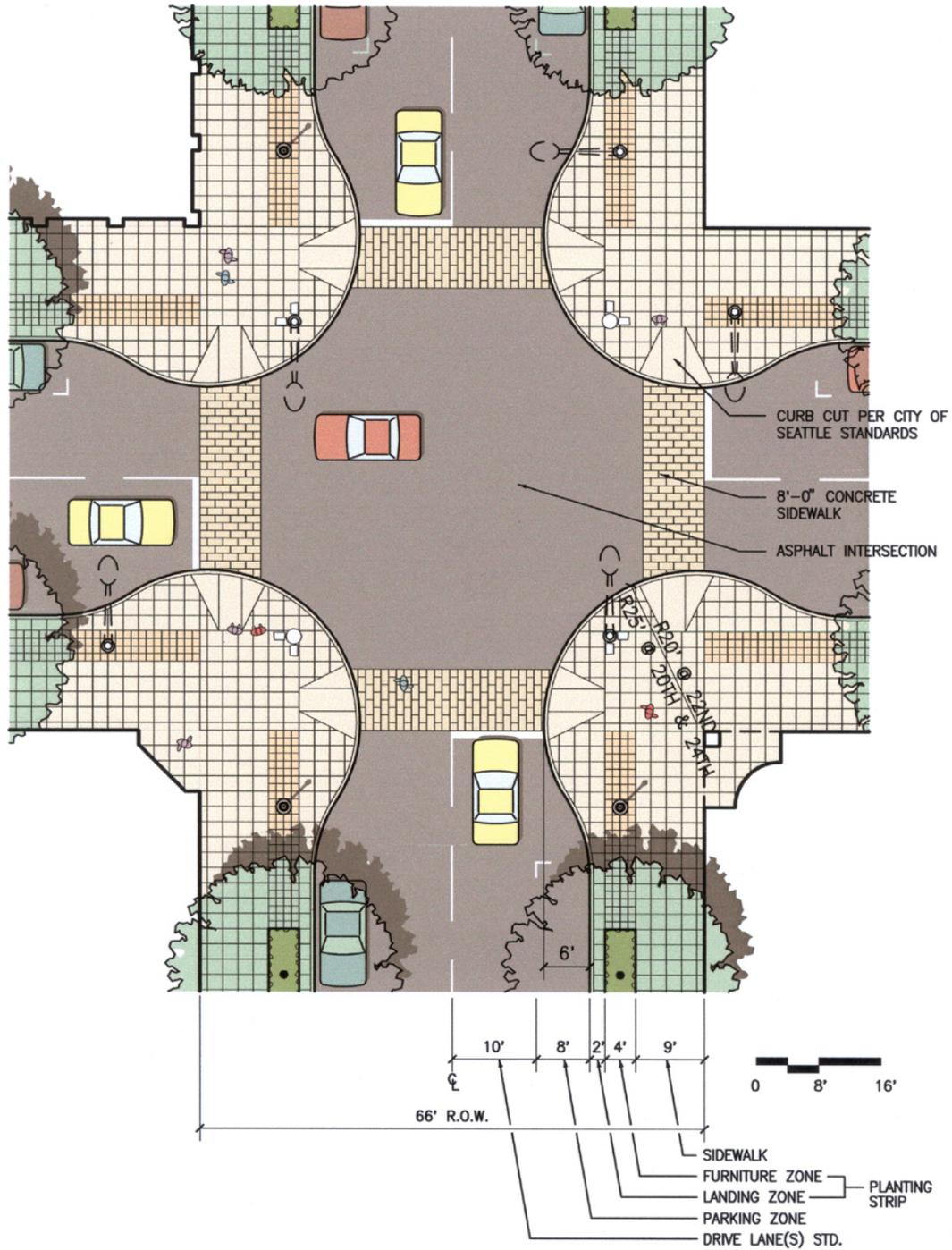


Figure 6-2

September 2005

Street Design Concept Plan Template: Plan



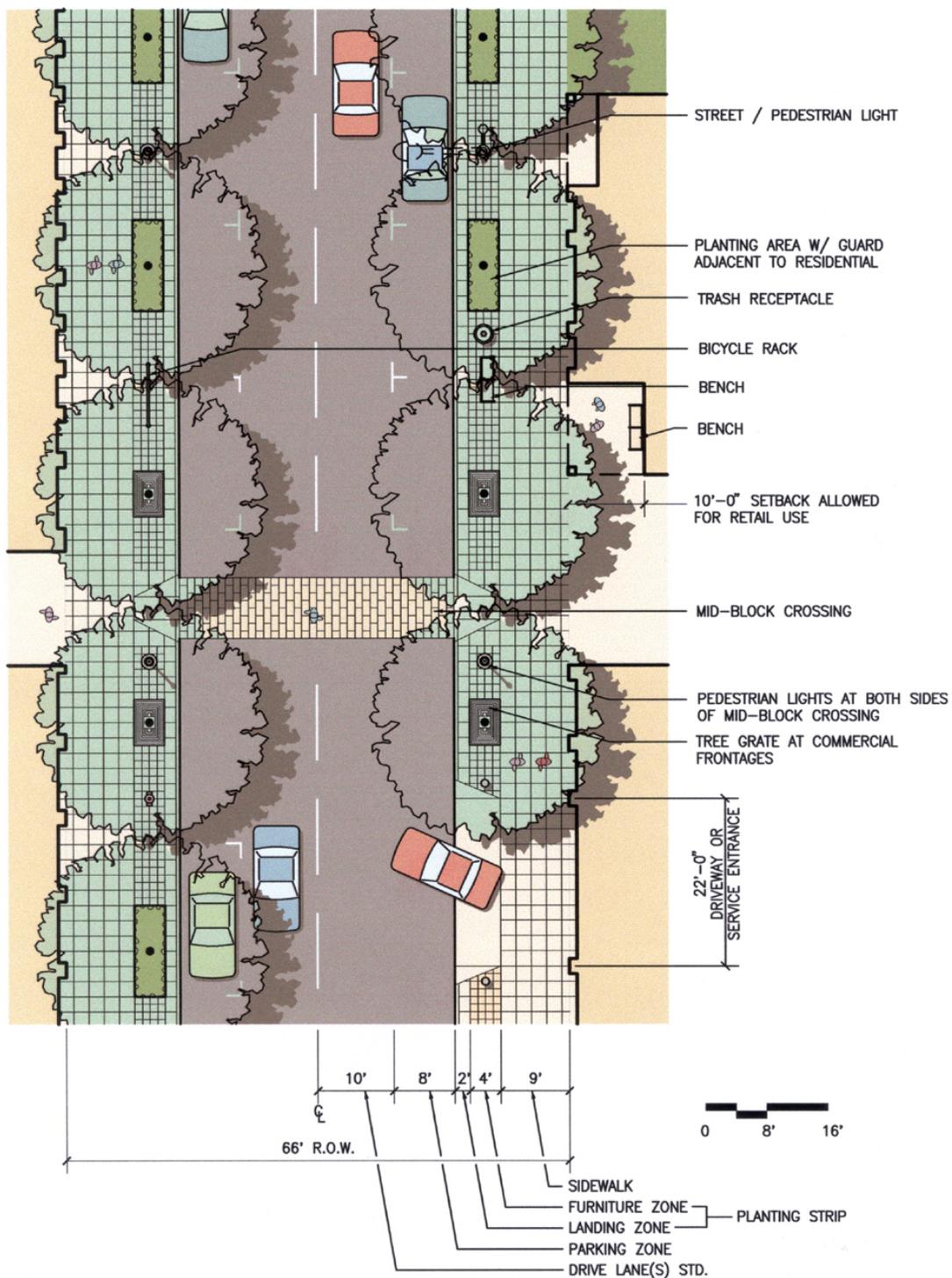


Figure 6-3

September 2005

Street Design Concept Plan Template: Context



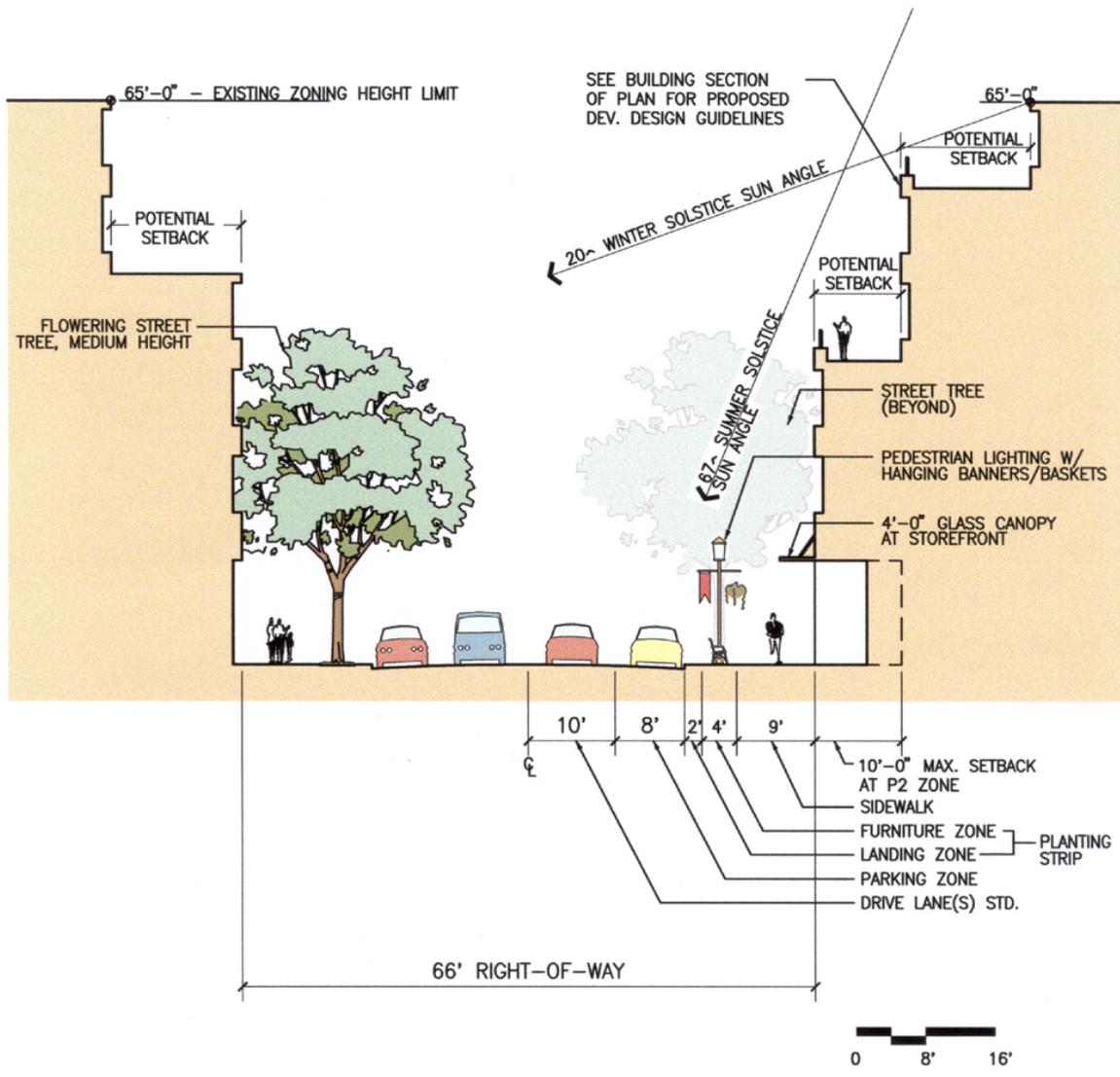


Figure 6-4 September 2005

Street Design Concept Plan Template:  
Dimensioned Street Section



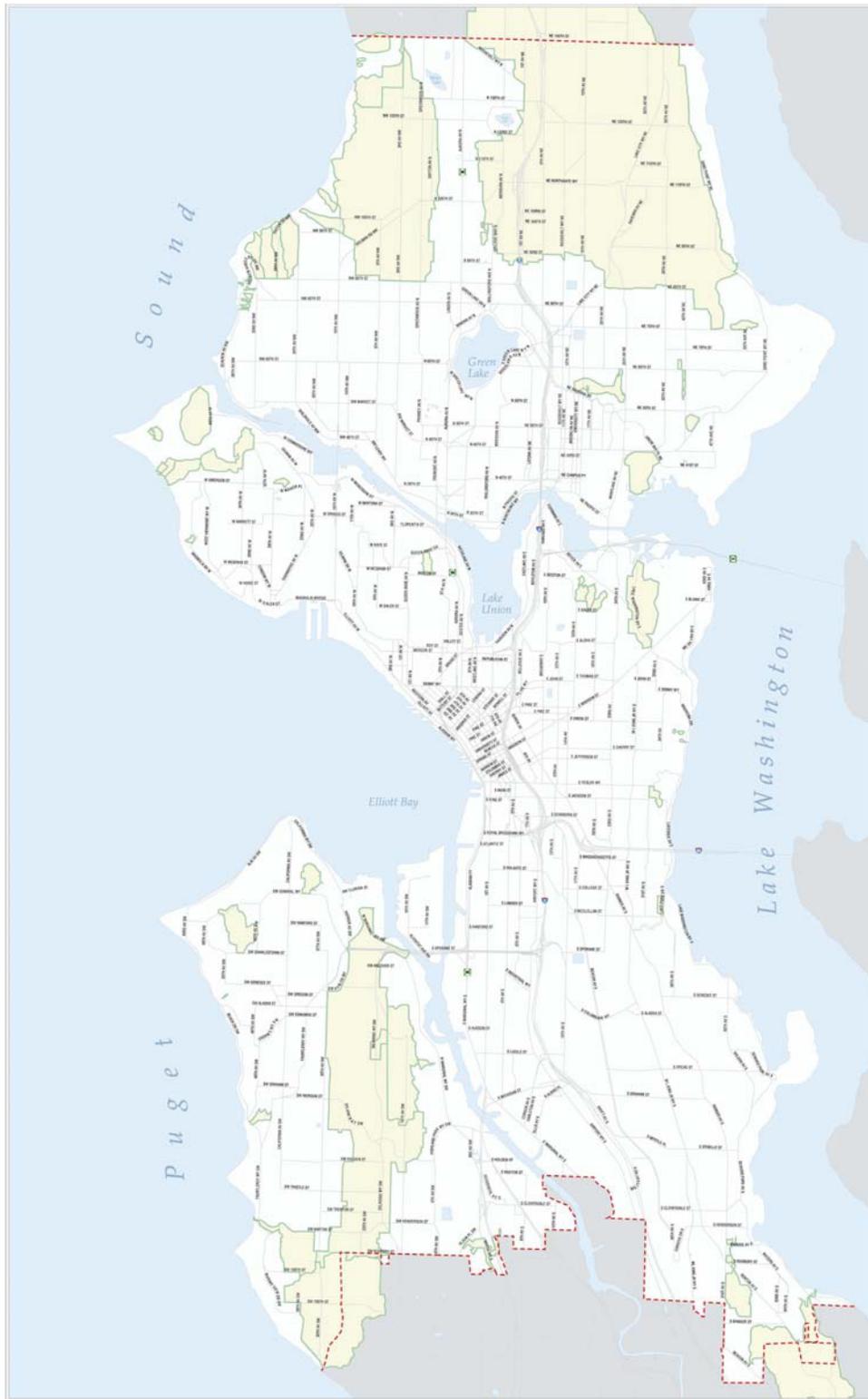


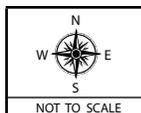
Figure 6-5

September 2005

City of Seattle Creek Basin

**LEGEND**

-  Creek Basin Boundary
-  Seattle City Limits



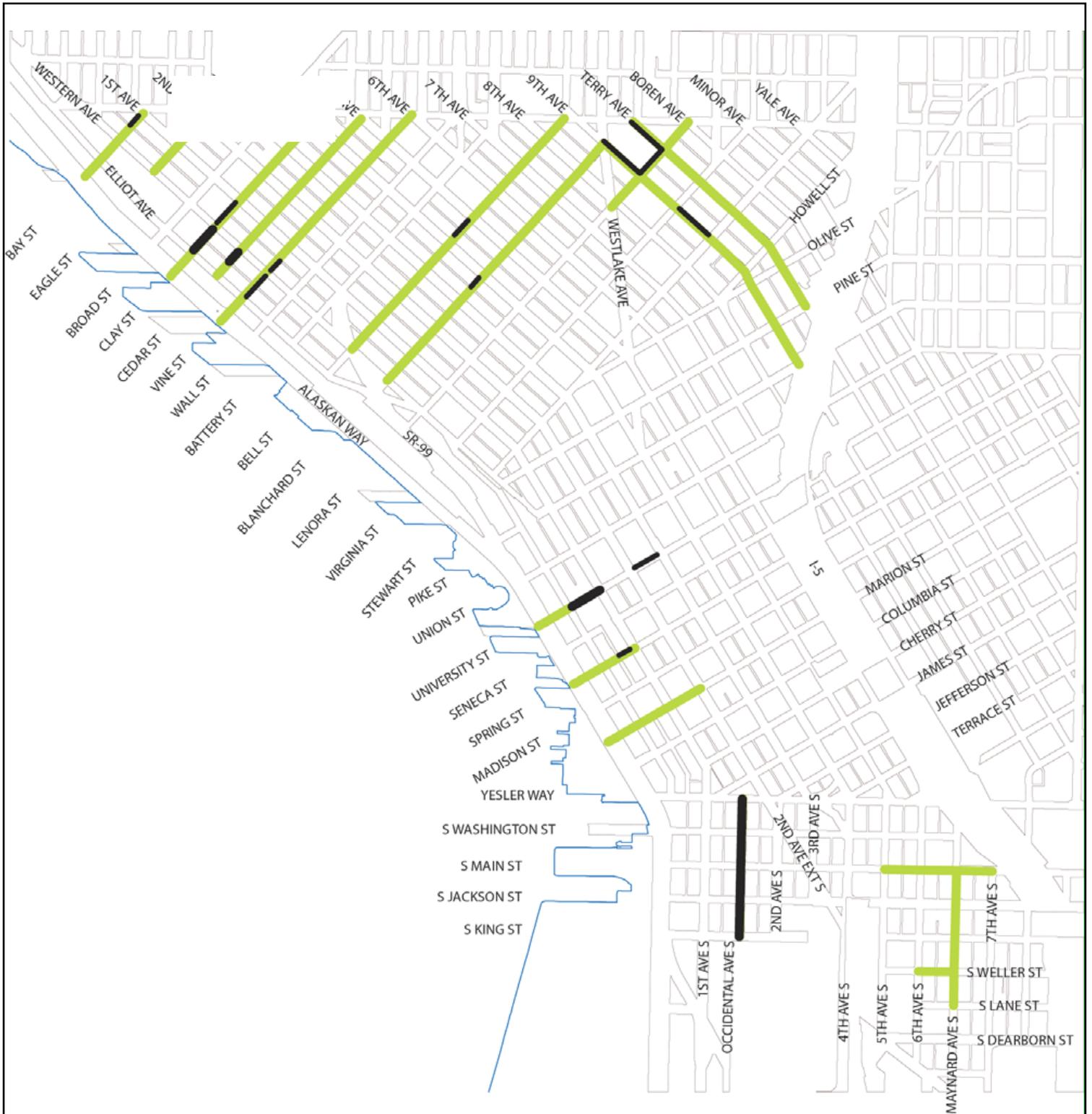


Figure 6-6

September 2005

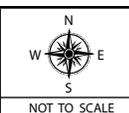
Green Street Locations



LEGEND

Designated

Implemented



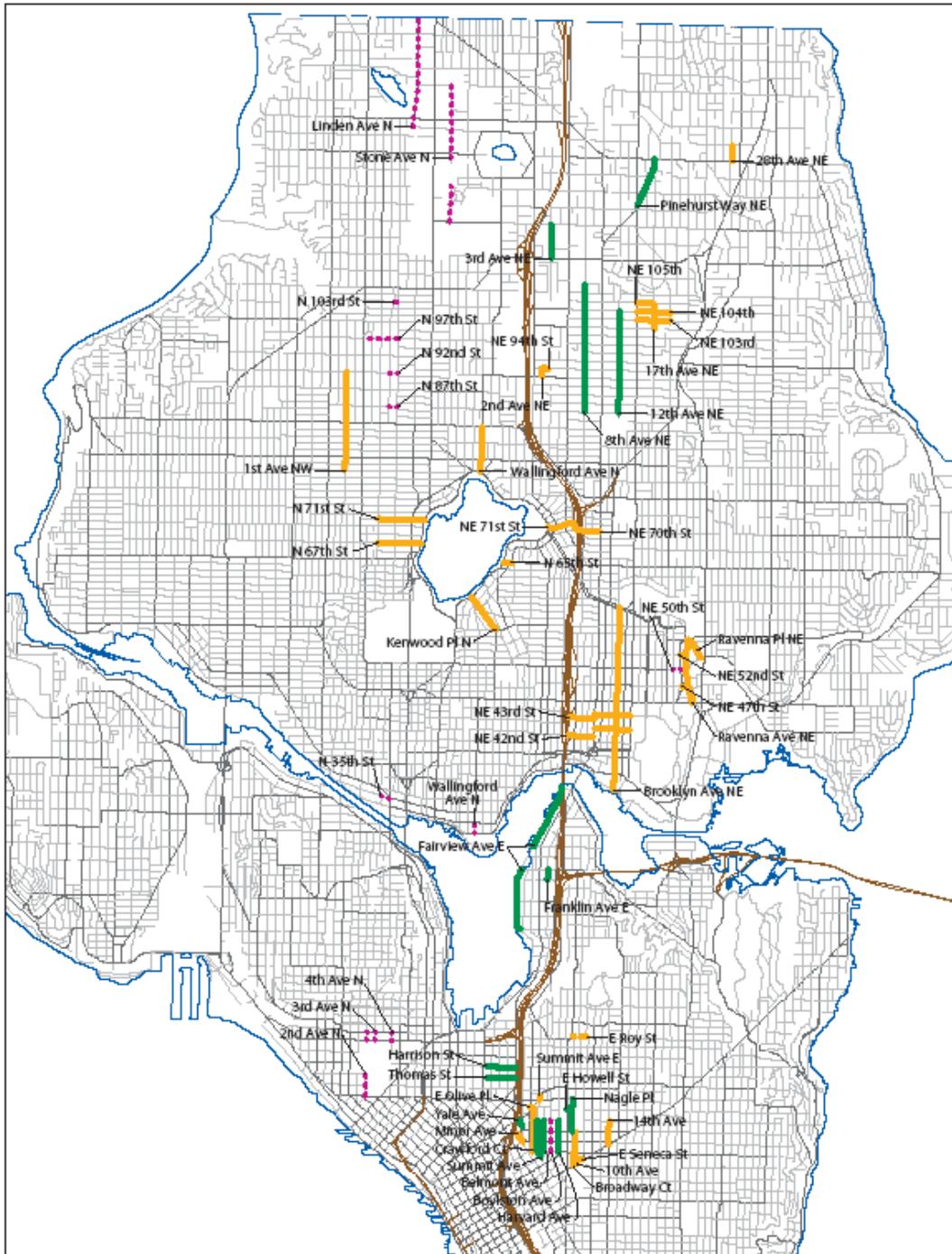


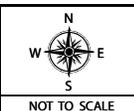
Figure 6-7

September 2005

Nearhood Green Street Locations in North Seattle

LEGEND

- Land Use Code, Ordinance, or Neighborhood Plan adoption
- Neighborhood Plan recommendation
- ⋯ Tentative



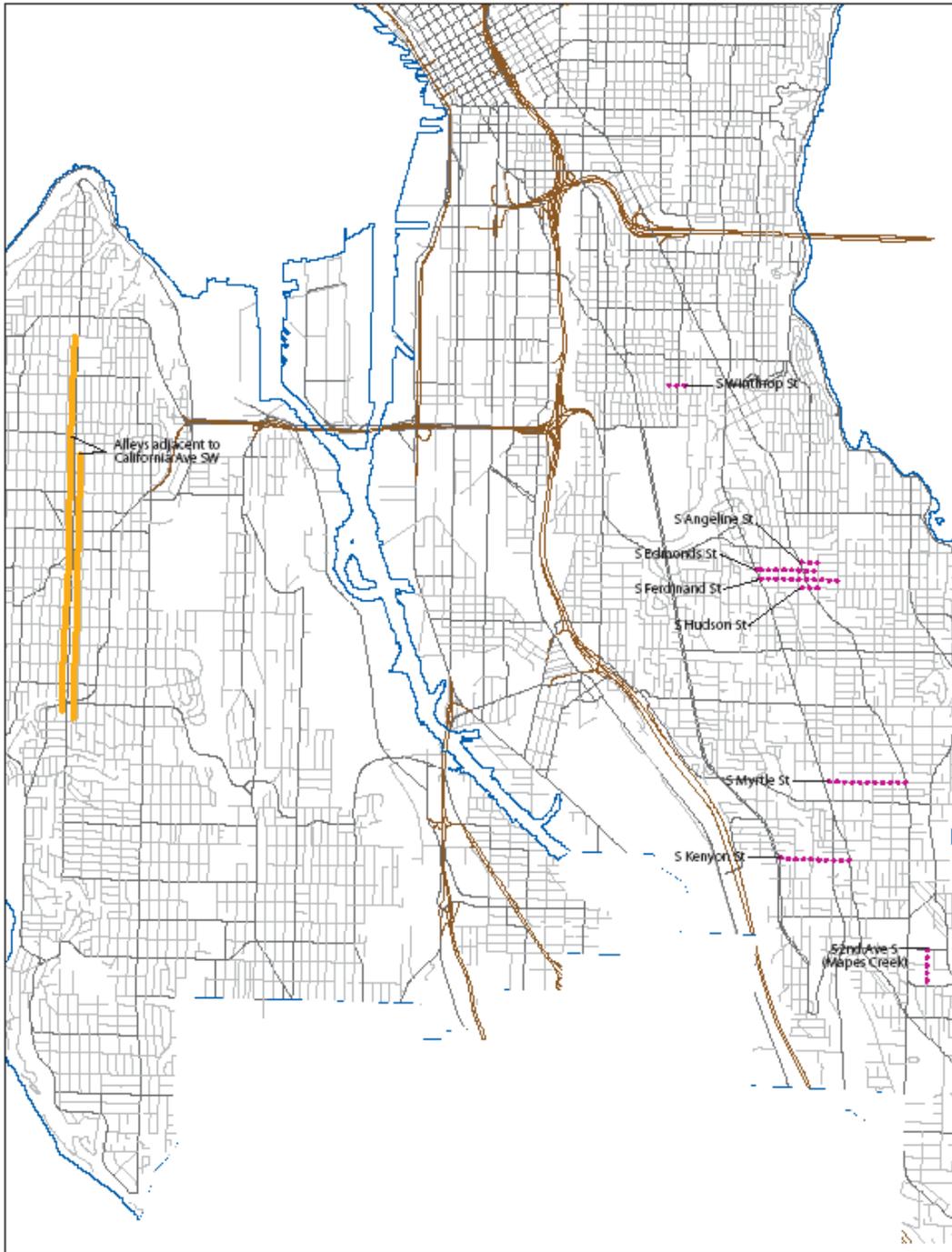


Figure 6-8

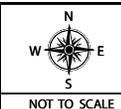
September 2005

Neighborhood Green Street Locations  
in South Seattle



**LEGEND**

- Neighborhood Plan recommendation
- Tentative



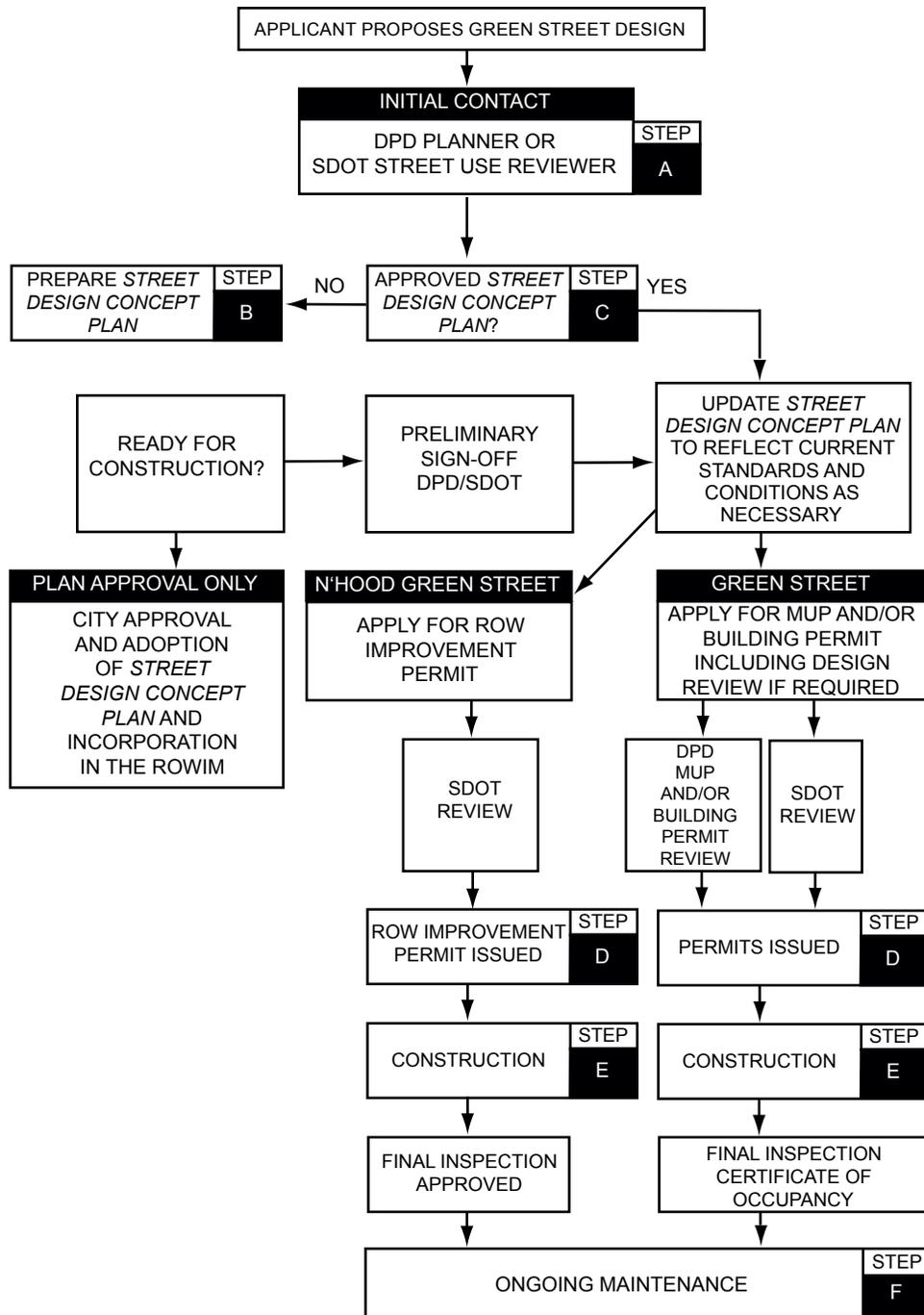
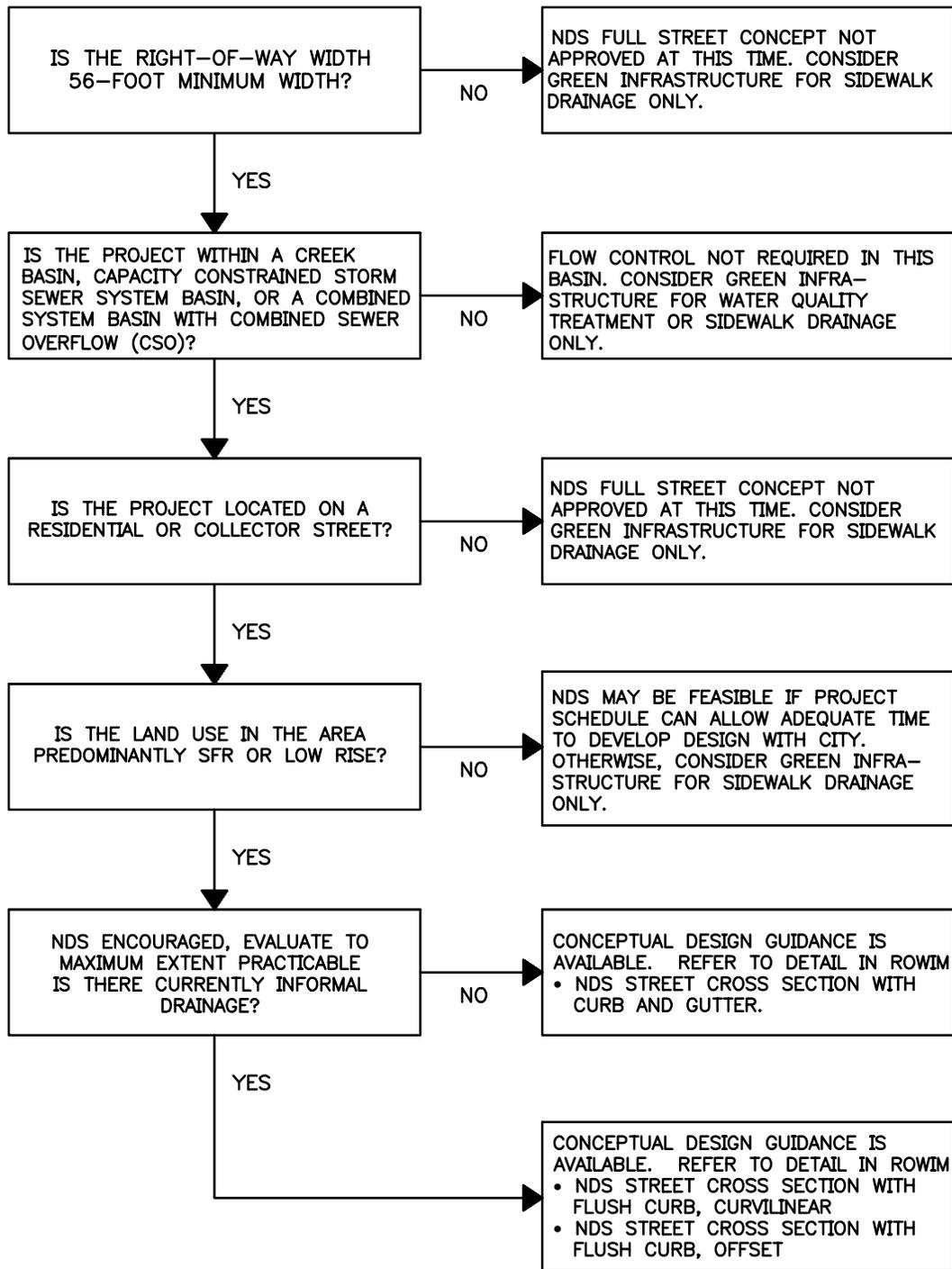


Figure 6-9 September 2005

Green Street Design, Permit and Construction Process Diagram



NOTE: GREEN STORMWATER INFRASTRUCTURE TECHNIQUES APPLIED AS A PART OF FULL OR PARTIAL STREET IMPROVEMENTS ARE GENERALLY REFERRED TO AS NATURAL DRAINAGE SYSTEMS (NDS).



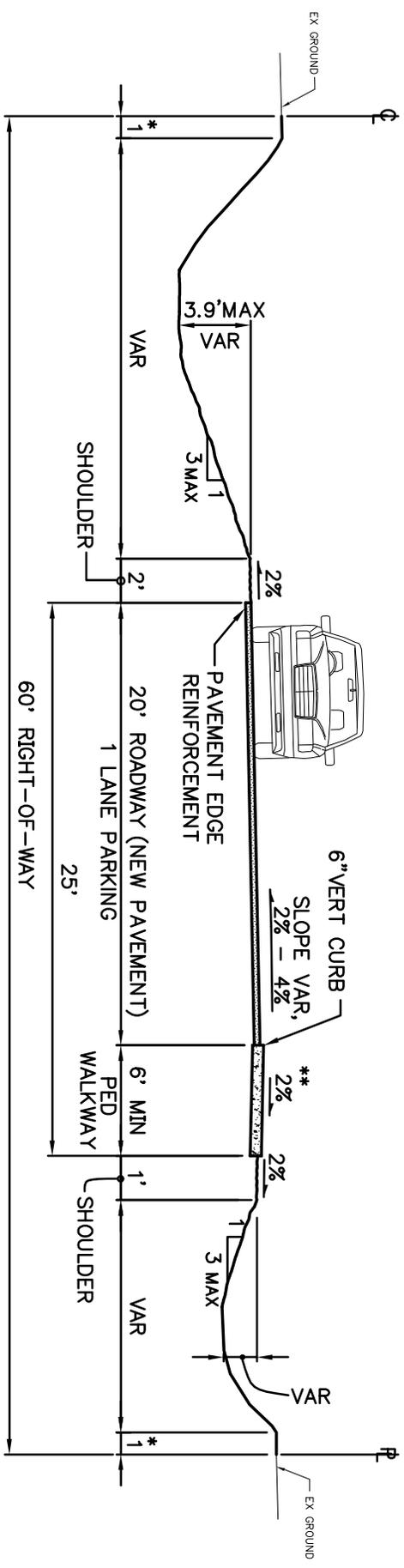
**NATURAL DRAINAGE SYSTEM DETAIL**  
**EVALUATION OF NDS FULL STREET CONCEPT**  
**AS A PART OF FULL STREET IMPROVEMENTS**

JULY 2008

FIGURE

6-10

NOTES: ROADWAY CURVATURE WOULD VARY ON A STREET-BY-STREET BASIS.  
 SIDEWALKS WILL SEPARATE FROM THE ROADWAY AT INTERSECTIONS WITH  
 TRAFFIC CIRCLES.



\* Contingency space, not required  
 \*\* Could slope to roadway



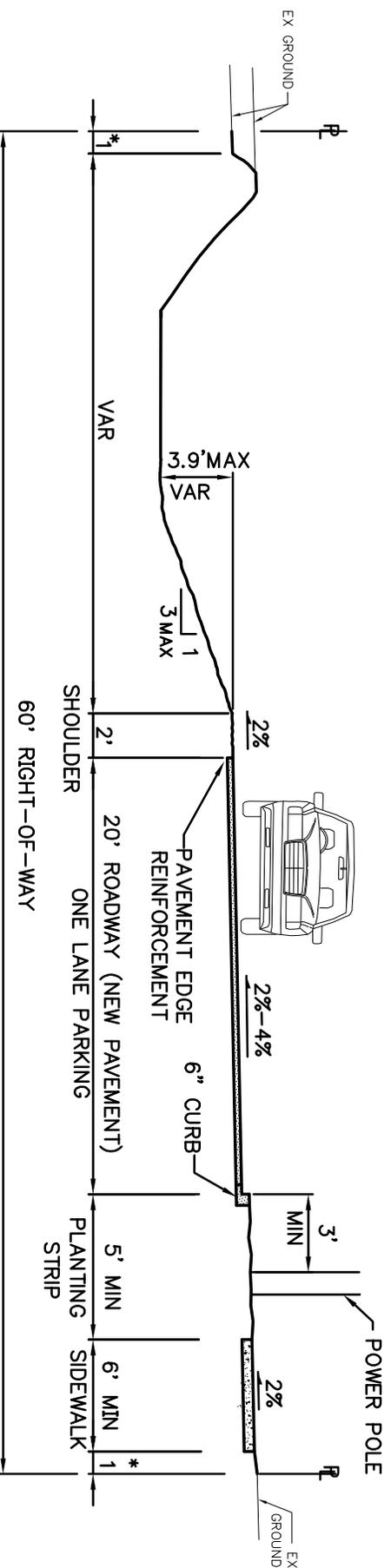
**NDS CONCEPTUAL DESIGN, CROSS-SECTION  
 FOR FULL STREET IMPROVEMENT  
 CURVALINEAR, FLUSH CURB,  
 PARKING ON ONE SIDE**

JULY 2008

6-11

FIGURE

NOTES: CURVATURE TO STREET OR SIDEWALK MIGHT BE ADDED WHERE APPROPRIATE TO PRESERVE EXISTING TREES OR POWER POLE LOCATIONS. CURVATURE AT CROSS-INTERSECTIONS IS REQUIRED TO BRING ROADWAY CENTERLINE BACK TO RIGHT-OF-WAY CENTERLINE. SIDEWALK MAY BE ADJACENT TO THE ROADWAY AT SOME LOCATIONS.



\* Contingency space, not required



**NDS CONCEPTUAL DESIGN, CROSS-SECTION FOR FULL STREET IMPROVEMENT**

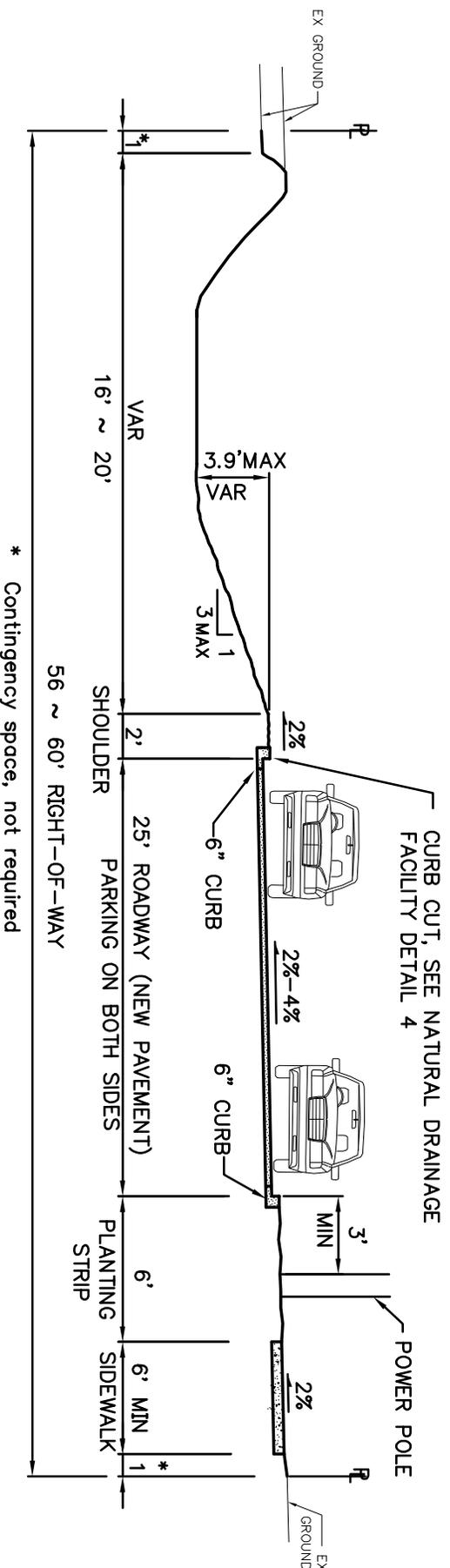
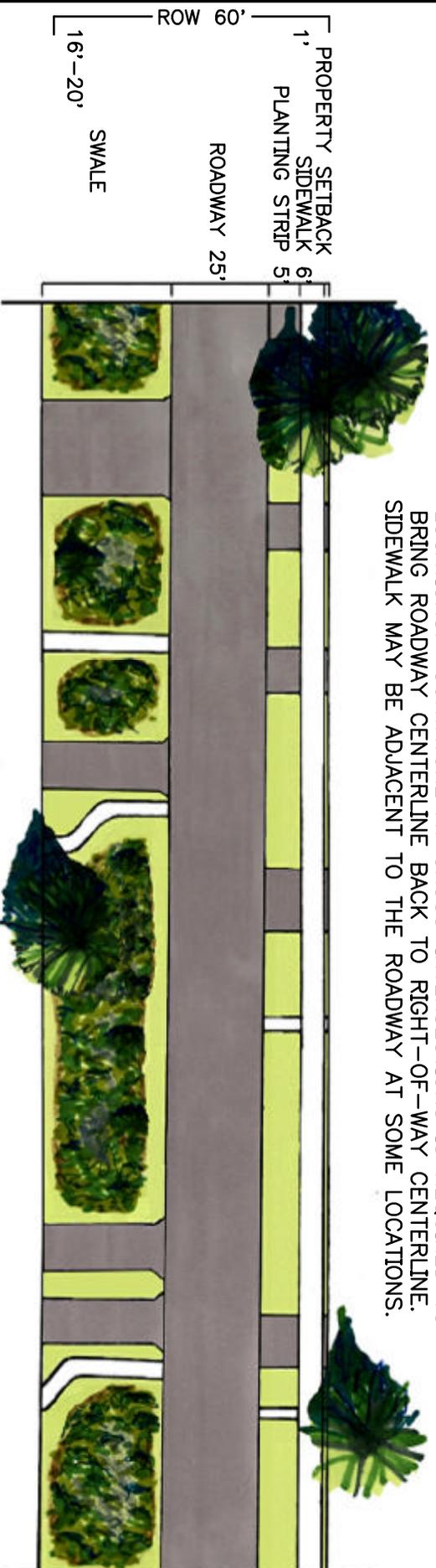
**OFFSET, FLUSH CURB, PARKING ON ONE SIDE**

JULY 2008

FIGURE

6-12

NOTES: CURVATURE TO STREET OR SIDEWALK MIGHT BE ADDED WHERE APPROPRIATE TO PRESERVE EXISTING TREES OR POWER POLE LOCATIONS. CURVATURE AT CROSS-INTERSECTIONS IS REQUIRED TO BRING ROADWAY CENTERLINE BACK TO RIGHT-OF-WAY CENTERLINE. SIDEWALK MAY BE ADJACENT TO THE ROADWAY AT SOME LOCATIONS.



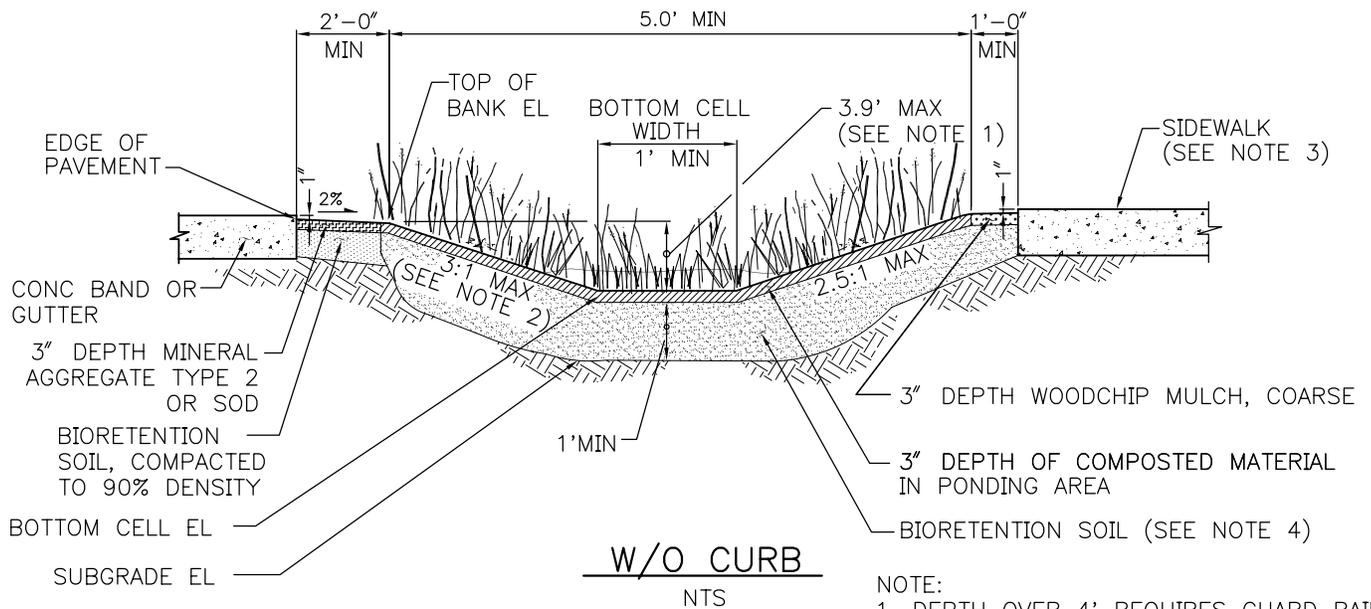
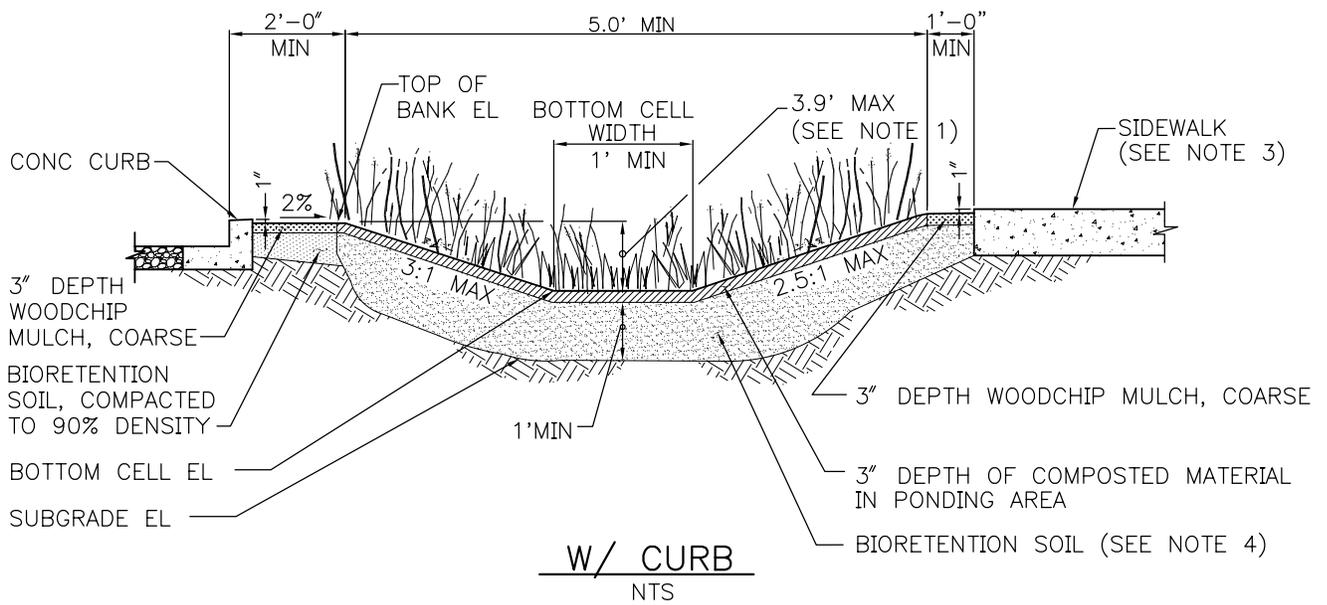
**NDS CONCEPTUAL DESIGN, CROSS-SECTION FOR FULL STREET IMPROVEMENT**

**CURB, GUTTER, OFFSET, PARKING ON BOTH SIDES**

FIGURE

6-13

JULY 2008



- NOTE:
1. DEPTH OVER 4' REQUIRES GUARD RAIL.
  2. 4:1 MAX WHEN WITHIN 50- FEET OF INTERSECTIONS
  3. SIDEWALK ELEVATION MUST BE SET ABOVE OVERFLOW ELEVATIONS.
  4. SCARIFY SUBGRADE 3" MIN BEFORE BIORETENTION SOIL INSTALLATION.

APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.

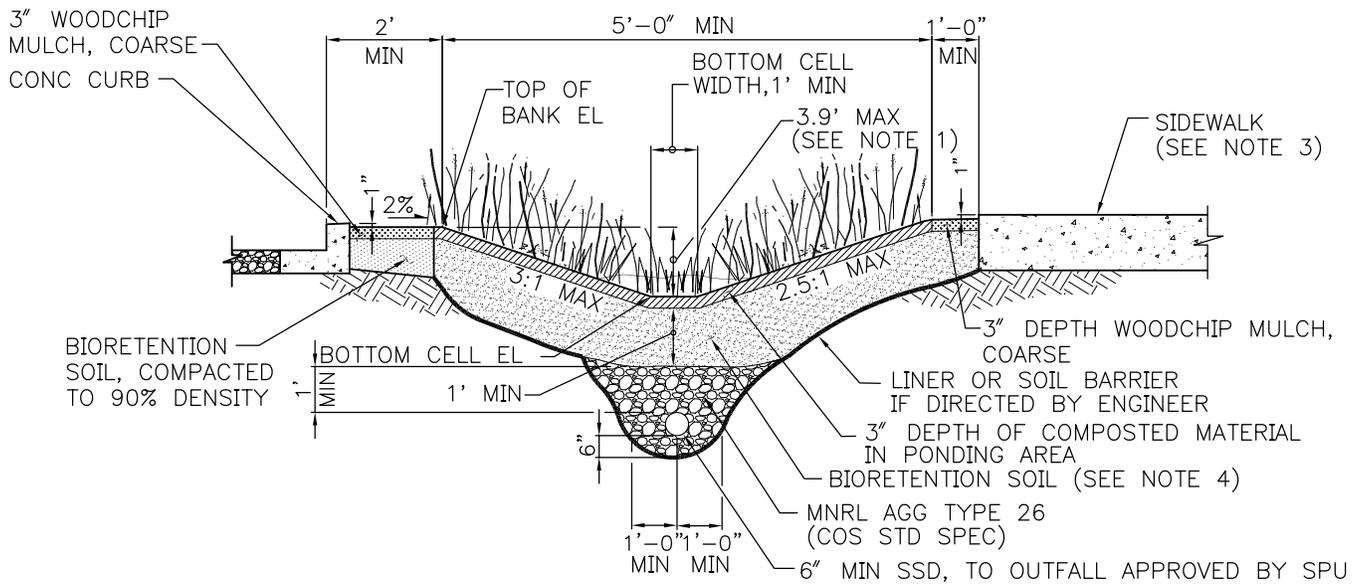


## BIORETENTION, BIOFILTRATION CELL

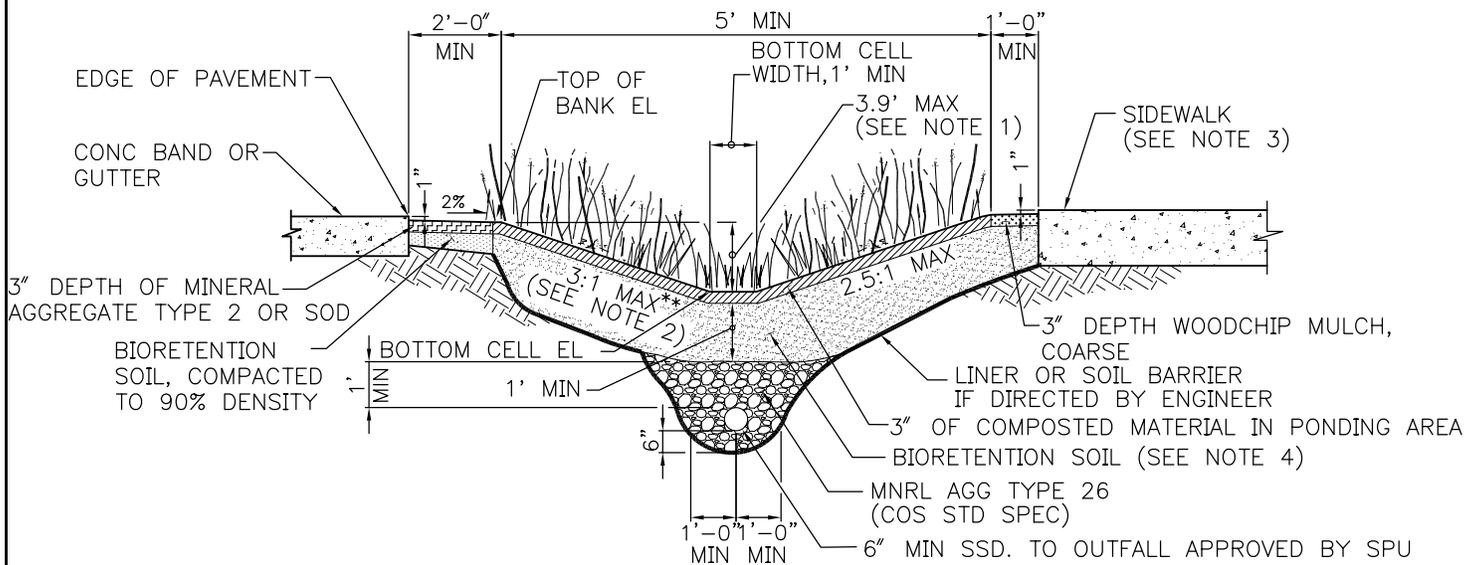
JANUARY 2010

FIGURE

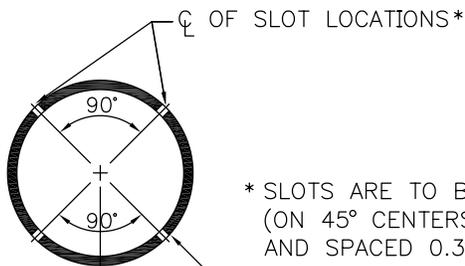
6-15



**W/ CURB**  
NTS



**W/O CURB**  
NTS



\* SLOTS ARE TO BE 0.064" WIDE  
(ON 45° CENTERS) BY 1.0" LONG  
AND SPACED 0.3" APART.

PVC (6" MIN DIA) PER ASTM D1785, SCH 40

**SSD SLOT DETAIL**  
NTS

**NOTE:**

1. DEPTH OVER 4' REQUIRES GUARD RAIL.
2. 4:1 MAX WHEN WITHIN 50- FEET OF INTERSECTIONS
3. SIDEWALK ELEVATION MUST BE SET ABOVE OVERFLOW ELEVATIONS.
4. SCARIFY SUBGRADE 3" MIN BEFORE BIORETENTION SOIL INSTALLATION.

APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.

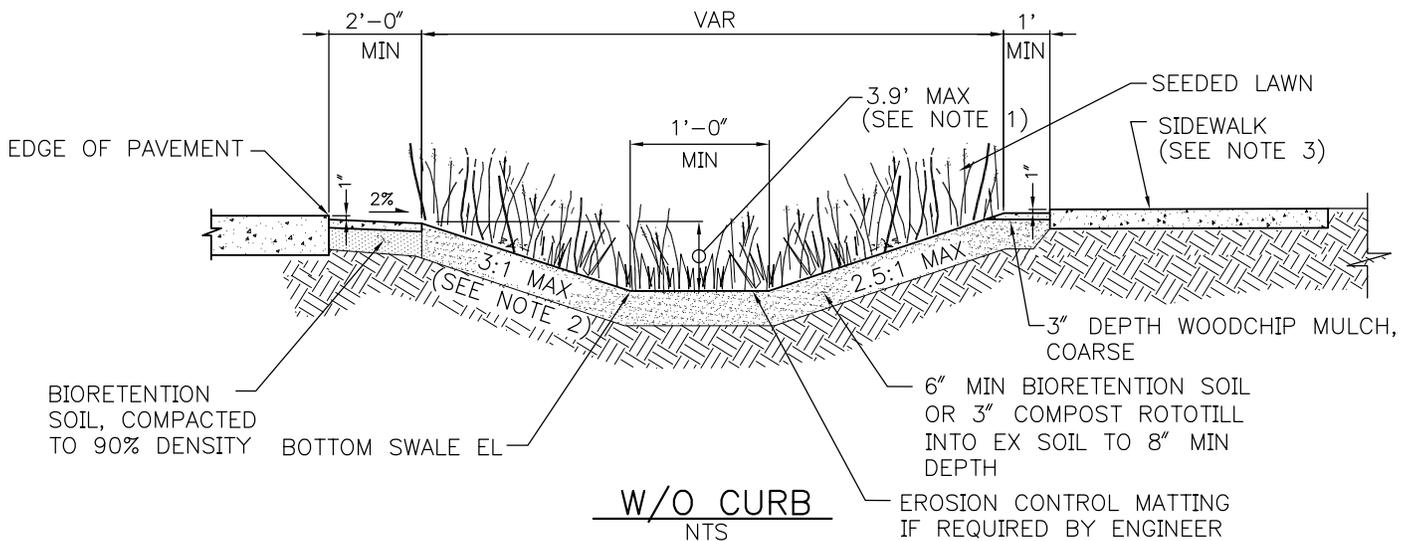
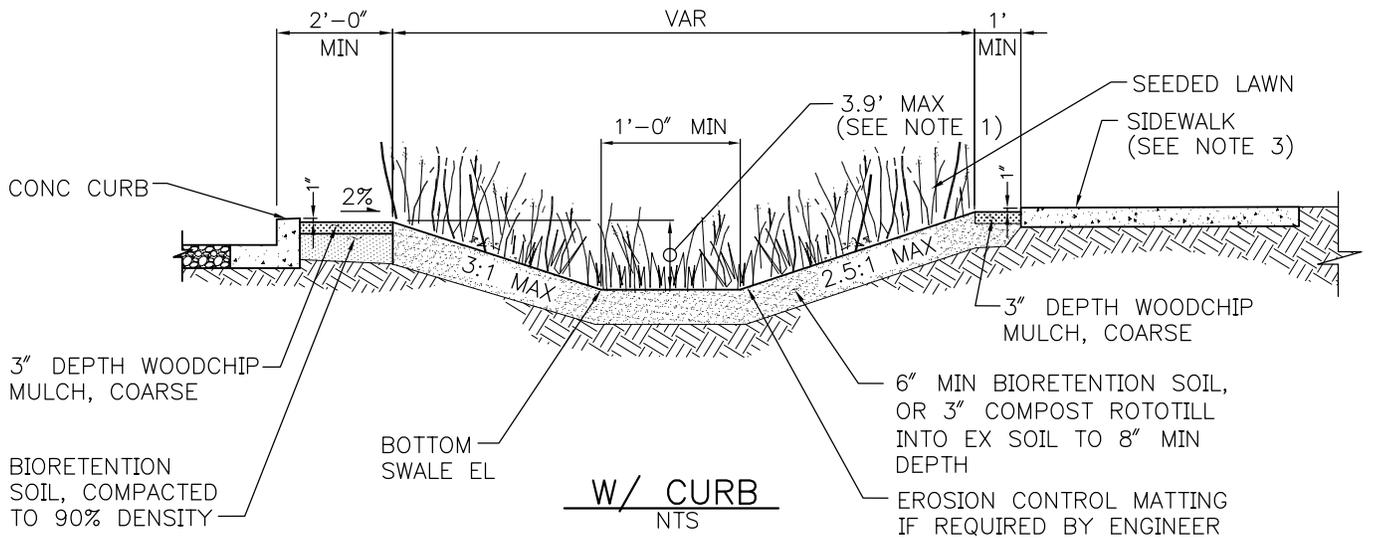


**BIORETENTION, BIOFILTRATION  
CELL W/UNDER DRAIN**

FIGURE

6-16

JANUARY 2010



- NOTE:
1. DEPTH OVER 4' REQUIRES GUARD RAIL.
  2. 4:1 MAX WHEN WITHIN 50- FEET OF INTERSECTIONS
  3. SIDEWALK ELEVATION MUST BE SET ABOVE OVERFLOW ELEVATIONS.
  4. LONGITUDINAL SLOPE  $\geq 4\%$  CHECK DAM REQUIRED.

APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



## CONVEYANCE SWALE

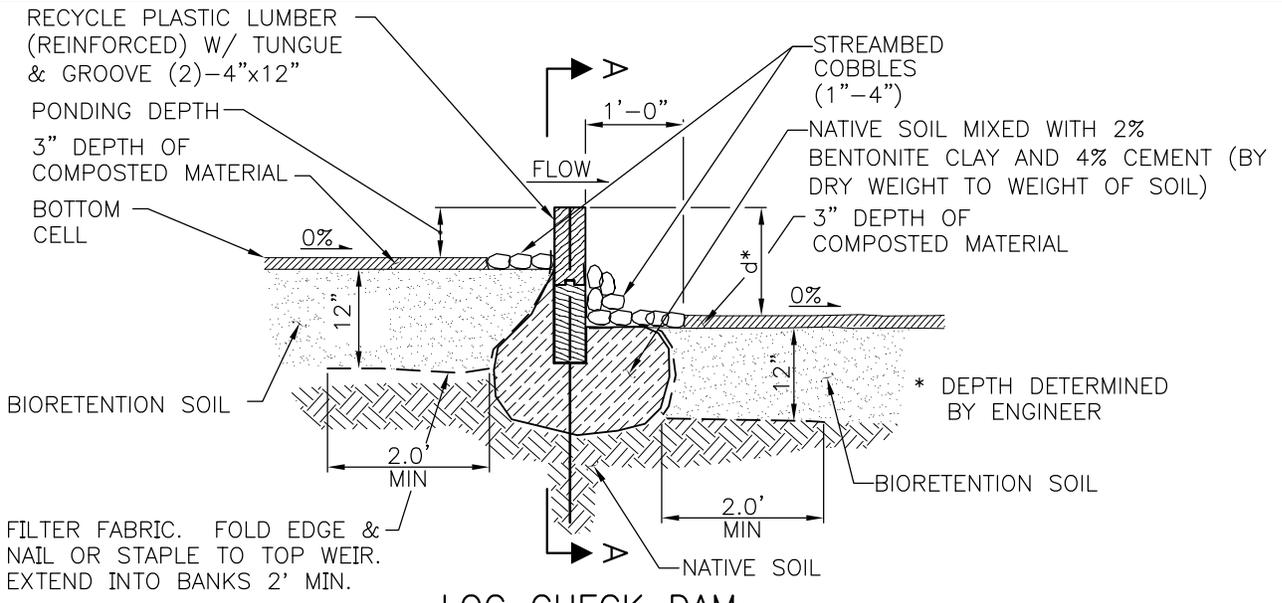
JANUARY 2010

FIGURE

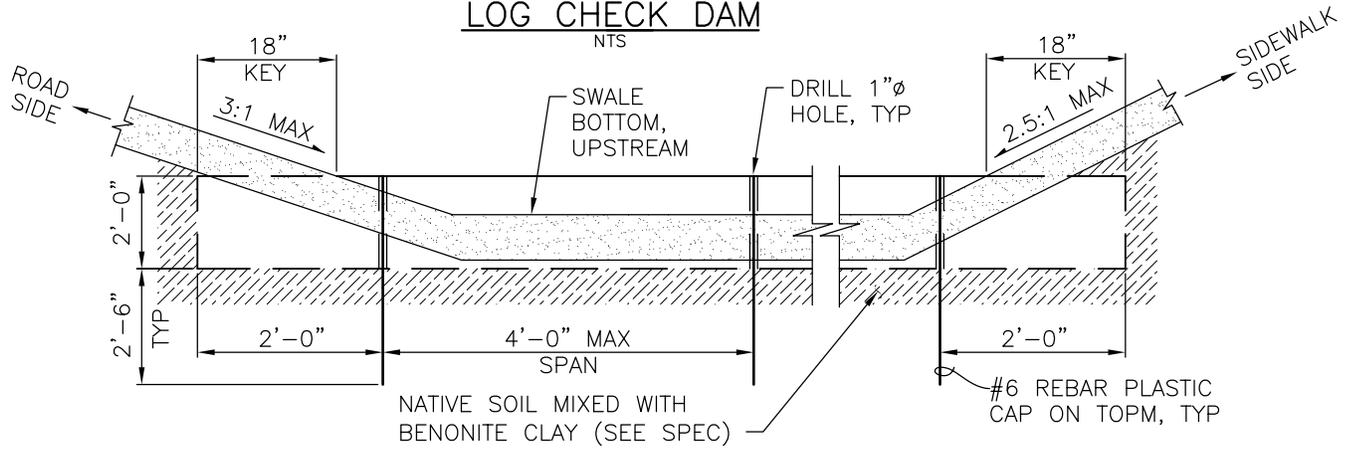
6-17



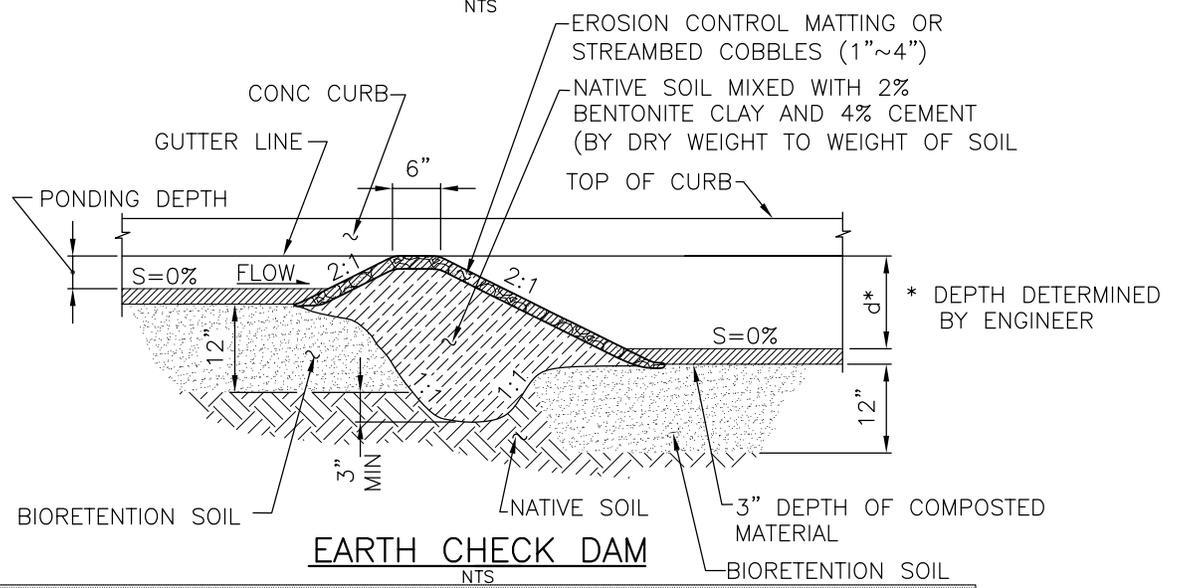




**LOG CHECK DAM**  
NTS



**SECTION A-A**  
NTS



**EARTH CHECK DAM**  
NTS

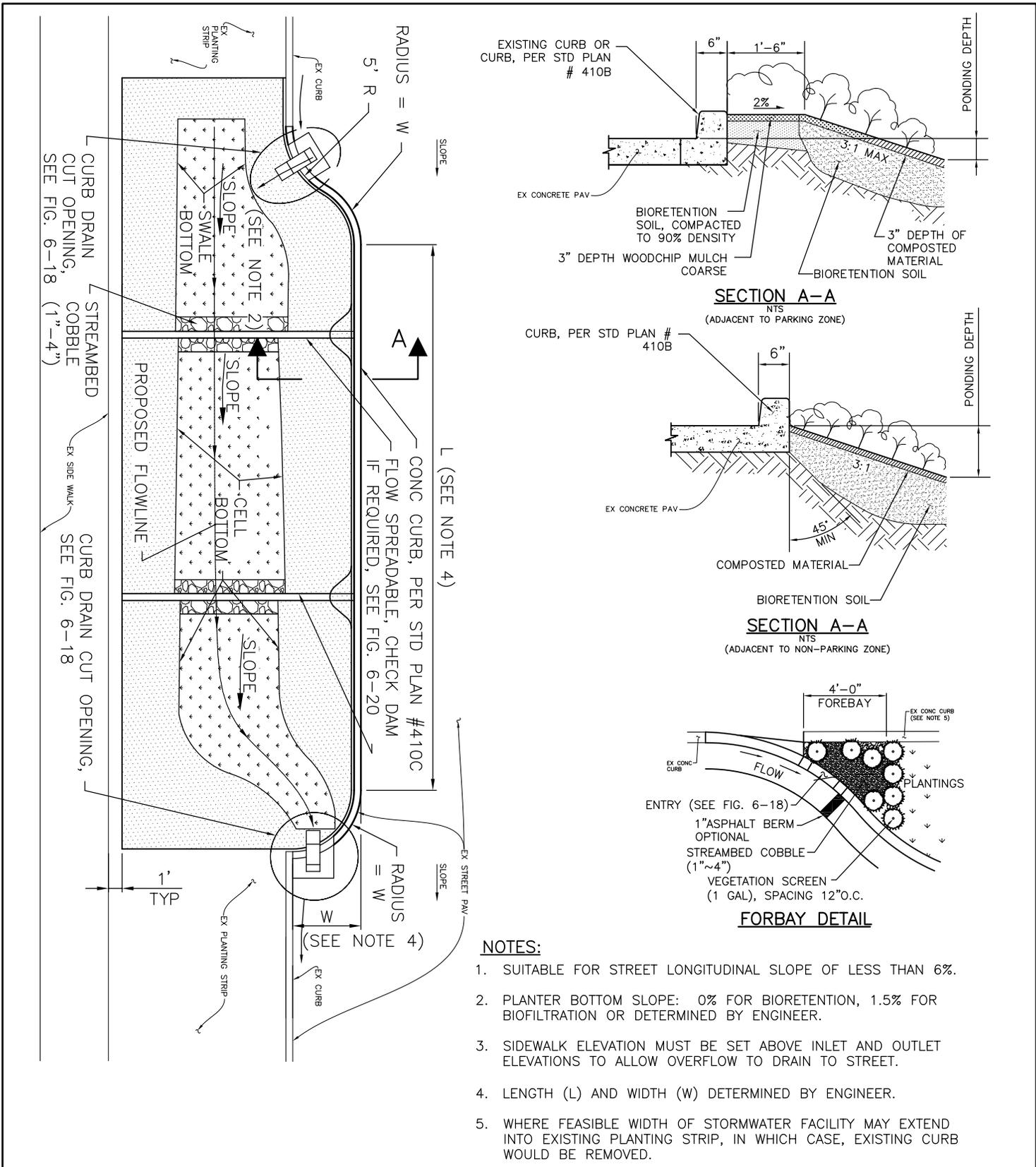
APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



**CHECK DAM**

FIGURE  
6-20

JANUARY 2010



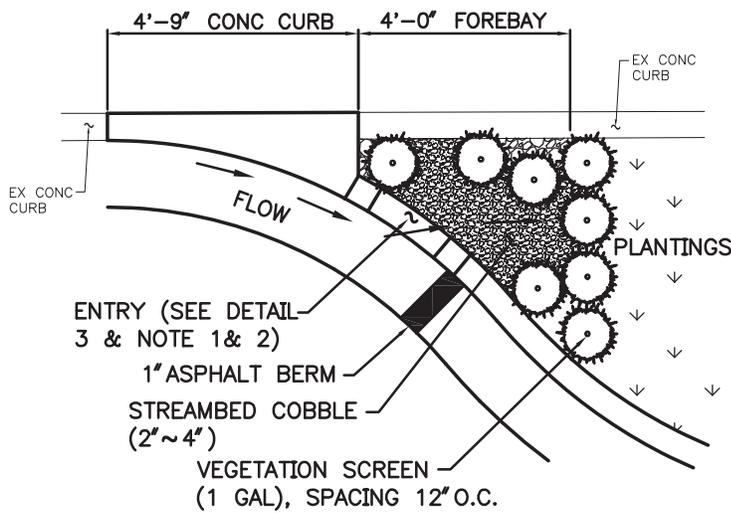
APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



# CURB EXTENSION

JANUARY 2010

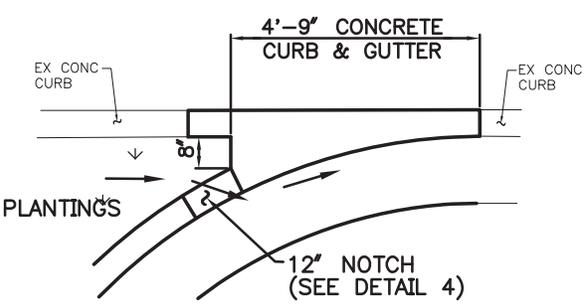
FIGURE  
6-21



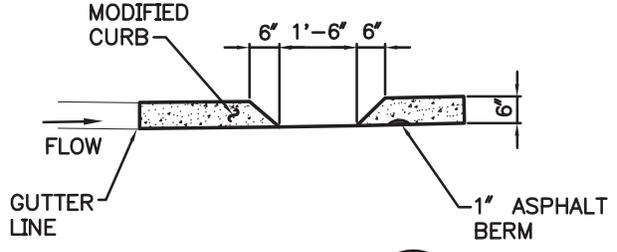
**PEA GRAVEL FOREBAY** 1  
NTS 6-21A

**NOTES:**

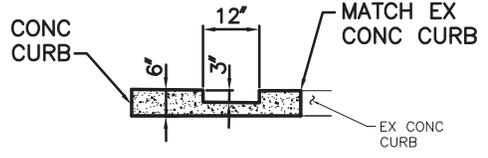
1. STREAMBED COBBLE FOREBAY FOR USE WITH STORMWATER CURB EXTENSIONS ONLY.
2. TO PREVENT PONDING, POSITION INLET CLOSER TO EXISTING CURB IF THE STREET CROSS-SLOPE IS >2%. ADDITIONAL INLETS CAN BE ADDED IF NECESSARY (PREFERABLY IMMEDIATELY DOWNSTREAM OF EACH CHECK DAM TO MINIMIZE POTENTIAL BACKFLOW). ADDITIONAL INLETS ARE NOT RECOMMENDED FOR STREETS SLOPED <1%.



**OUTLET CURB** 2  
NTS 6-21A



**INLET** 3  
NTS 6-21A



**OUTLET** 4  
NTS 6-21A

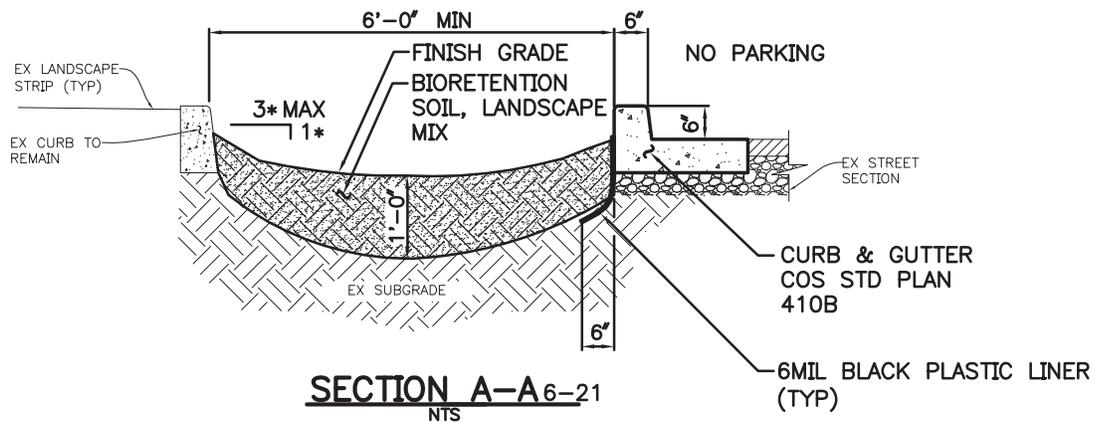
APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



**NATURAL DRAINAGE SYSTEM DETAIL**  
**CURB EXTENSION**  
**INLET / OUTLET DETAILS**

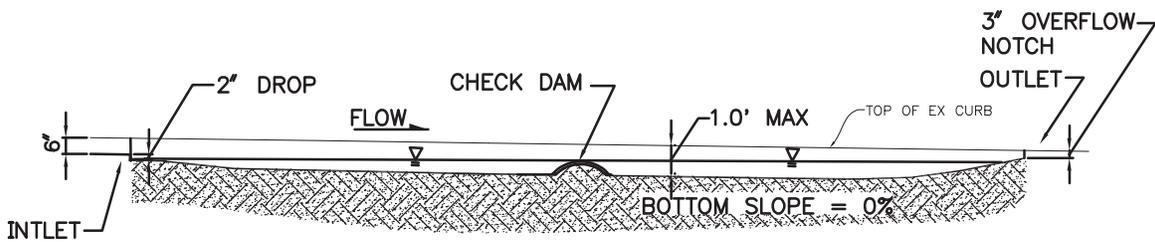
JULY 2008

FIGURE  
6-21A

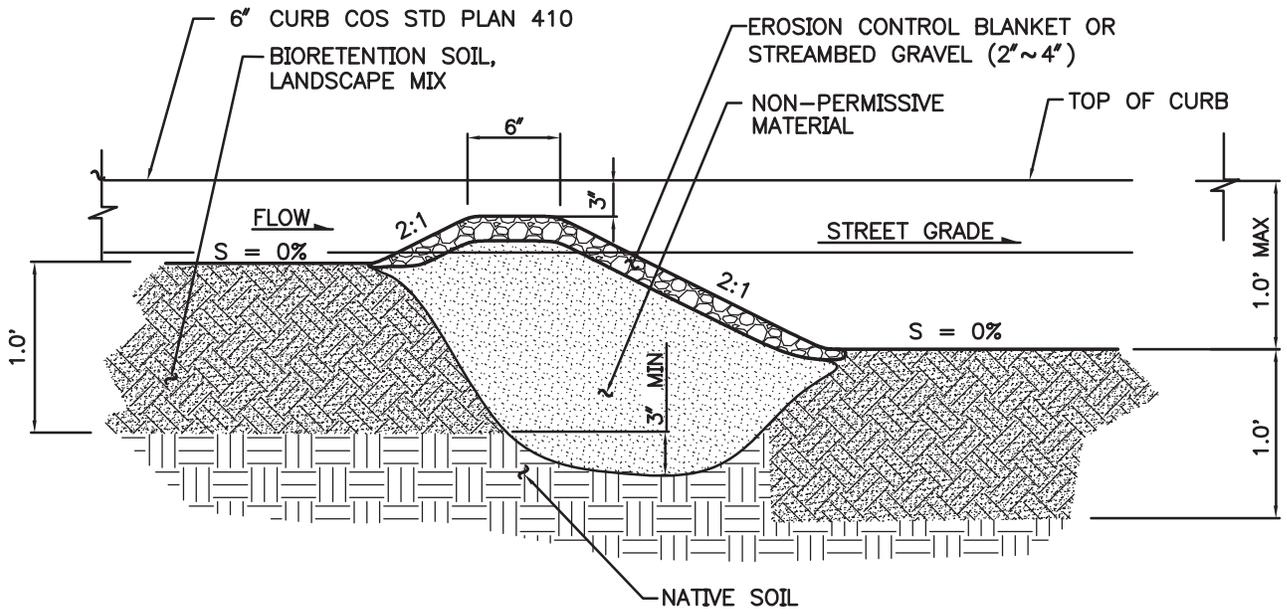


**NOTE:**

\* IF STORMWATER CURB EXTENSION IS CONSTRUCTED NEXT TO AN EXISTING SIDEWALK, SOIL ELEVATION MUST BE BROUGHT TO TOP OF CURB AND SLOPE AWAY FROM CURB AT A 4:1 MAX SLOPE.



**SECTION B-B 6-21**  
NTS



**CHECK DAM DETAIL**  
NTS

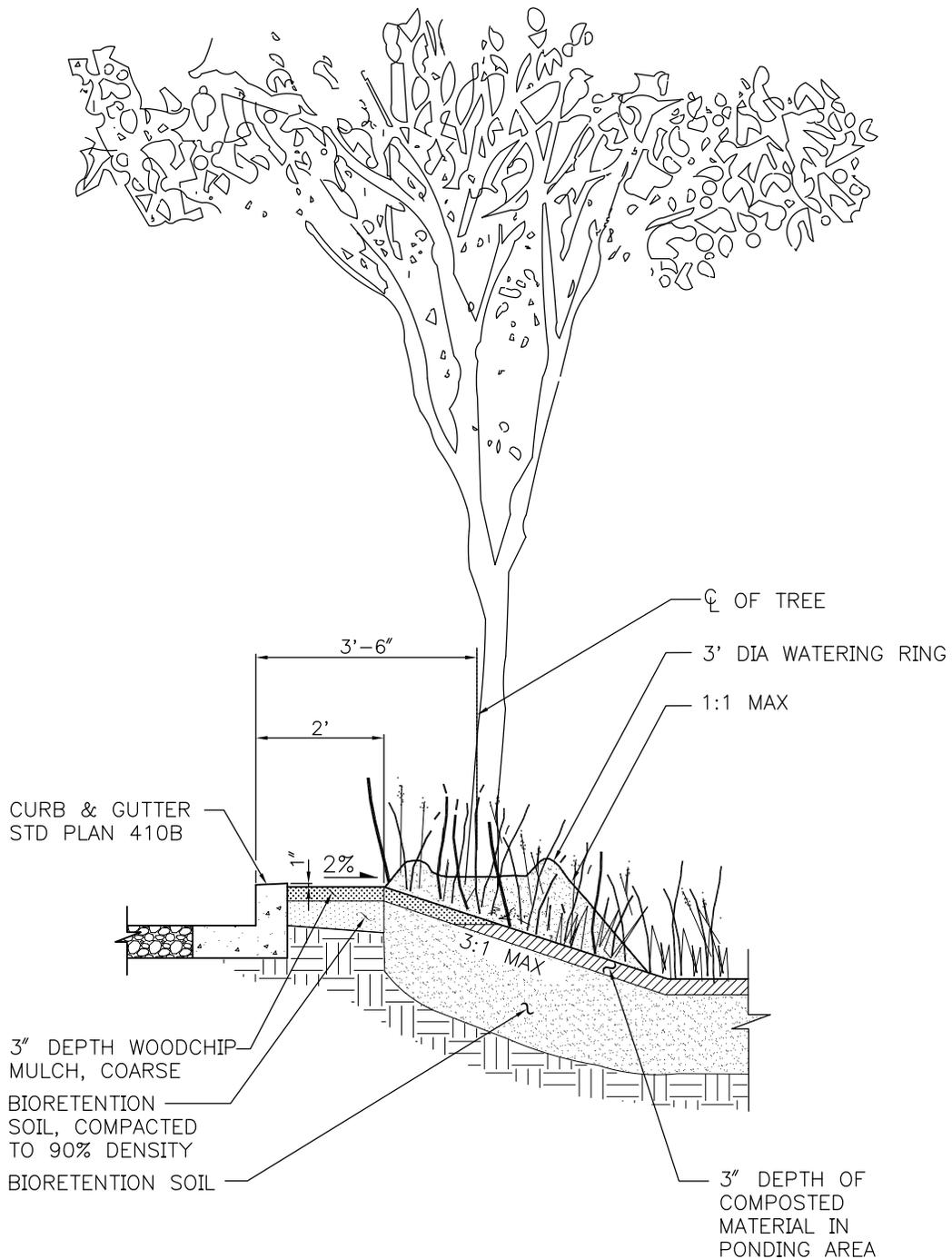
APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



**NATURAL DRAINAGE SYSTEM DETAIL**  
**CURB EXTENSION**  
**SECTIONS**

FIGURE  
**6-21B**

JULY 2008



APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



**TREE PLANTING WITHIN  
BIORETENTION SWALE**

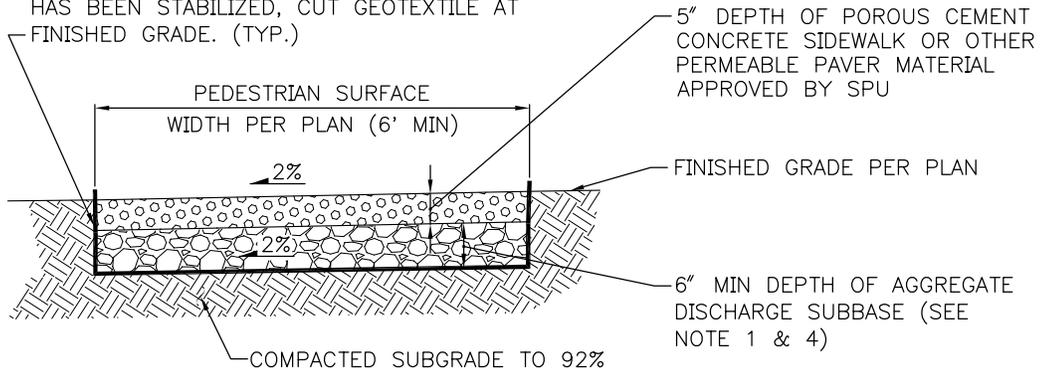
JANUARY 2010

FIGURE  
6-22

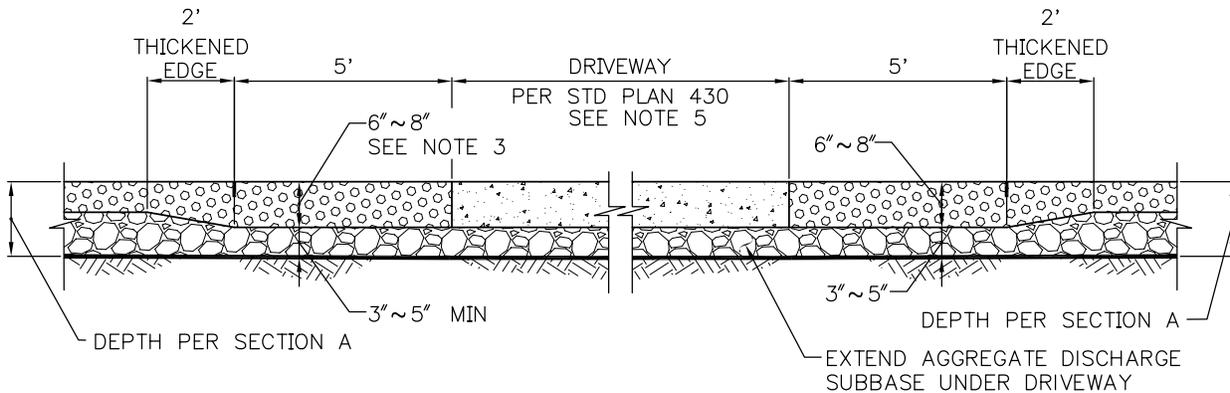
**NOTES:**

1. DEPTH OF AGGREGATE DISCHARGE SUBBASE SHALL BE DETERMINED BY ENGINEER IF USED AS FACILITY (SEE 6.4.2 OF STORMWATER MANUAL, VOLUME 3). WHERE POROUS SIDEWALK IS WITHIN THE CRITICAL ROOT ZONE OF TREES THAT ARE REQUIRED TO BE SAVED, REDUCE AGGREGATE DISCHARGE SUBBASE TO 2".
2. DEPTHS SHOWN FOR PAVEMENT SECTIONS ARE COMPACTED DEPTHS.
3. SIDEWALK DEPTH AT DRIVEWAY TO MATCH DRIVEWAY PAVEMENT DEPTH.
4. DEPTH OF AGGREGATE SHALL BE 6" MIN. IF USED AS FACILITY ADDITIONAL DEPTH SHALL BE DESIGNED BY ENGINEER.

GEOTEXTILE BOTTOM AND SIDES WHEN REQUIRED BY DESIGN. EXTEND GEOTEXTILE ABOVE POROUS PAVEMENT. AFTER PAVEMENT HAS CURED AND ADJACENT FINISHED GRADE HAS BEEN STABILIZED, CUT GEOTEXTILE AT FINISHED GRADE. (TYP.)



**SECTION A – PERMEABLE PAVEMENT SECTION**



**SECTION B – SIDEWALK DEPTH TRANSITION AT DRIVEWAYS**

APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.

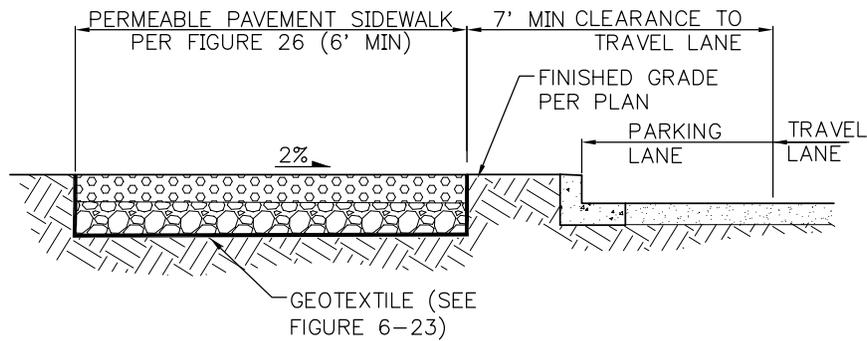


**PERMEABLE PAVEMENT SIDEWALK**

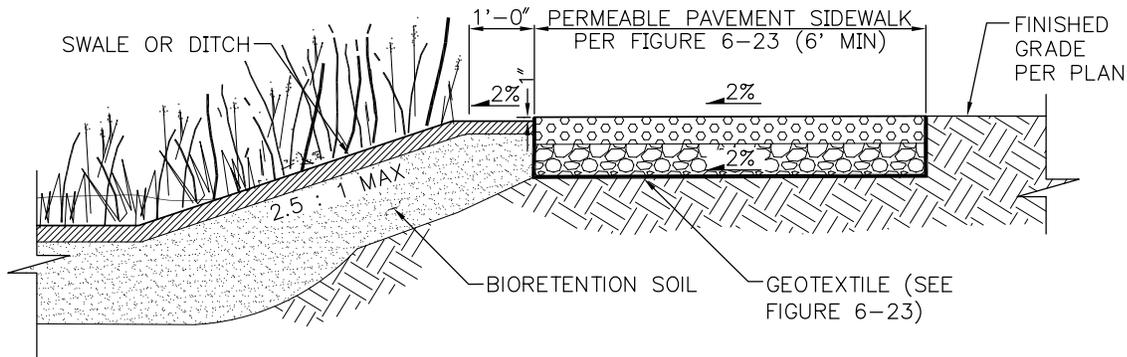
JANUARY 2010

FIGURE

6-23



PERMEABLE PAVEMENT SIDEWALK ADJACENT TO CURB



PERMEABLE PAVEMENT SIDEWALK ADJACENT TO SWALE OR DITCH

NOTE: PERMEABLE PAVEMENT FACILITIES ARE FOR LONGITUDINAL SLOPE OF 0 ~ 5% ONLY. TO MAXIMIZE THE PONDING CAPACITY USE OF CHECK DAM OR OTHER METHOD ARE RECOMMENDED. (SEE FIGURE 6-25 FOR DETAIL).

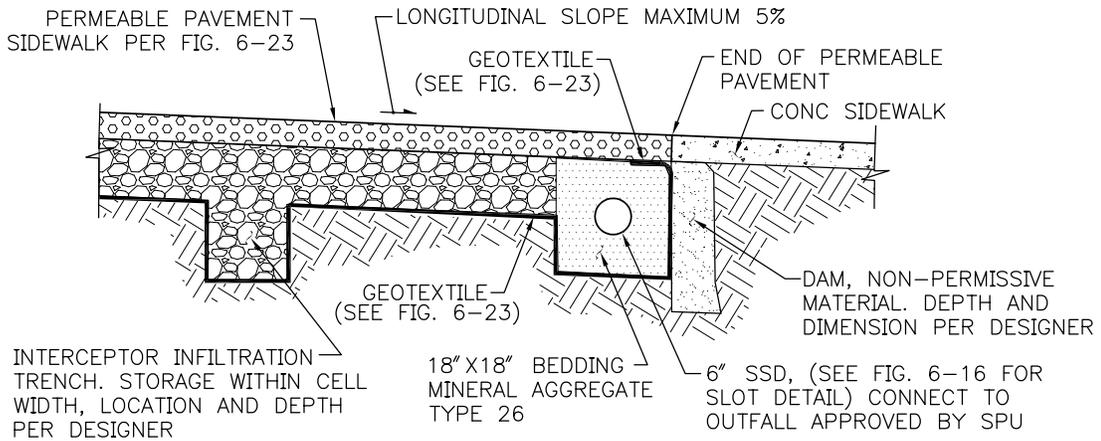
APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



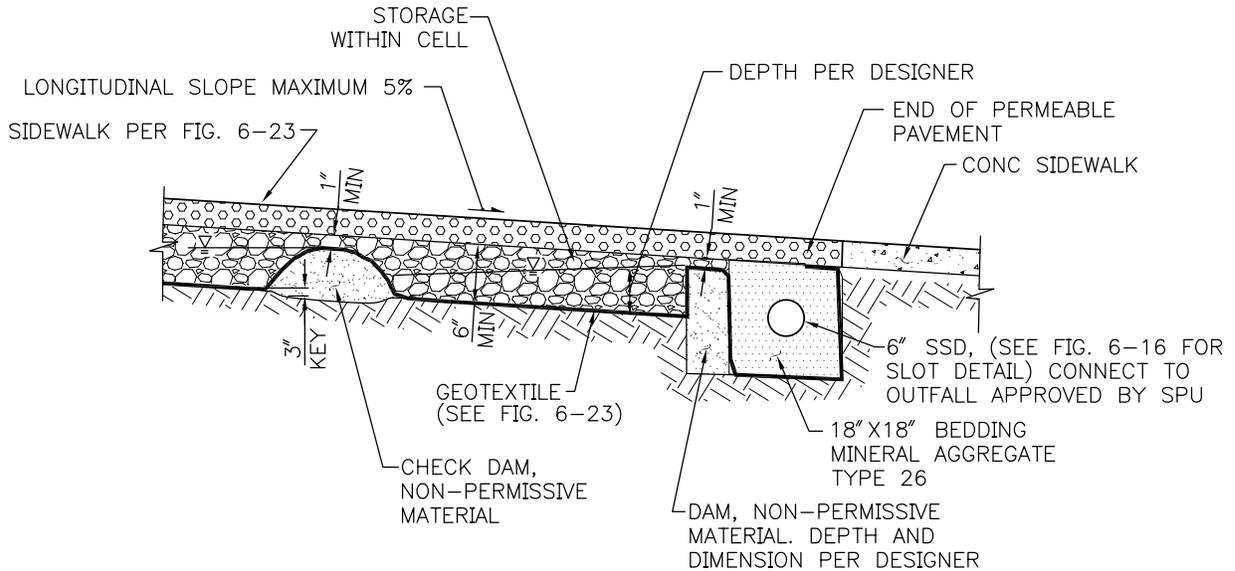
**PERMEABLE PAVEMENT  
FACILITY, SIDEWALK**

FIGURE  
6-24

JANURARY 2010



INTERCEPTOR INFILTRATION TRENCH



CHECK DAM

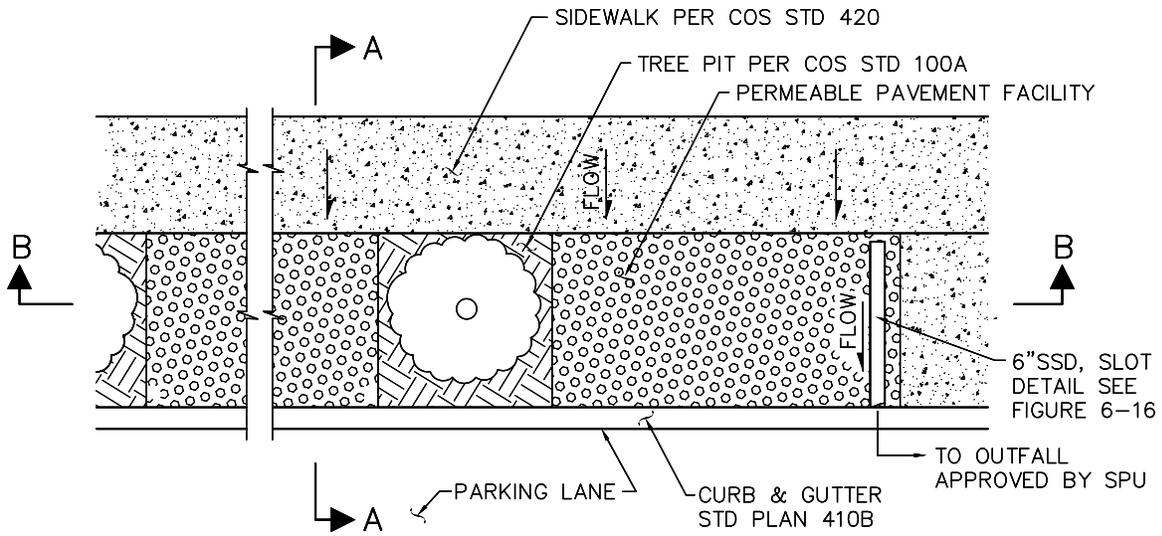
APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



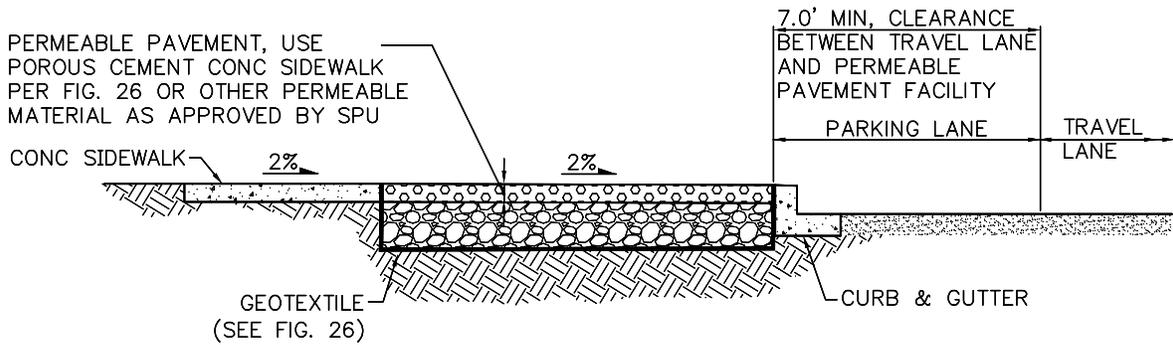
**PERMEABLE PAVEMENT  
FACILITY, SIDEWALK  
CHECK DAM, INTERCEPTER**

FIGURE  
6-25

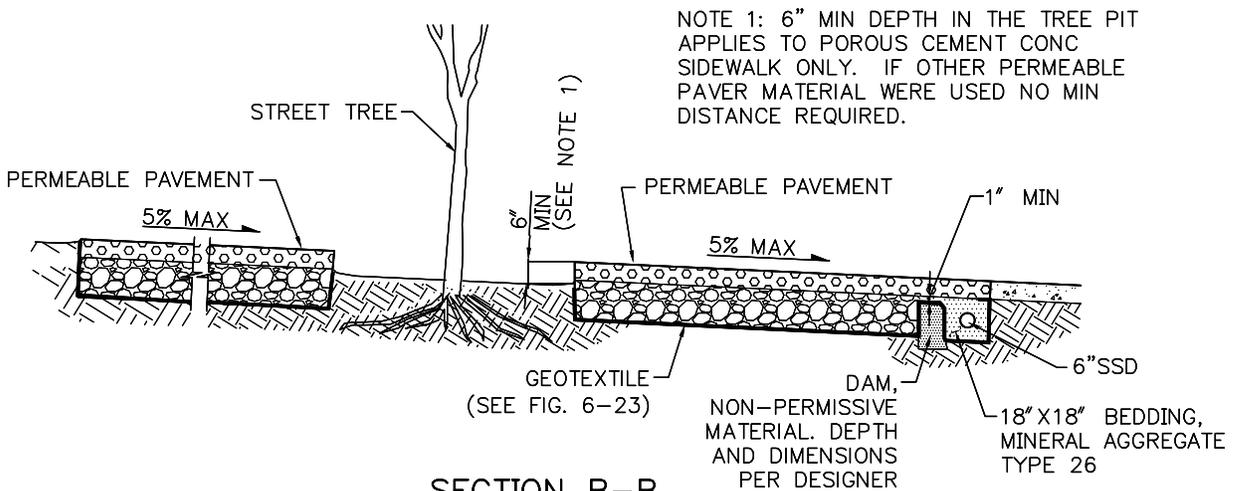
JANUARY 2010



**PLAN**



**SECTION A-A**



**SECTION B-B**

APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.

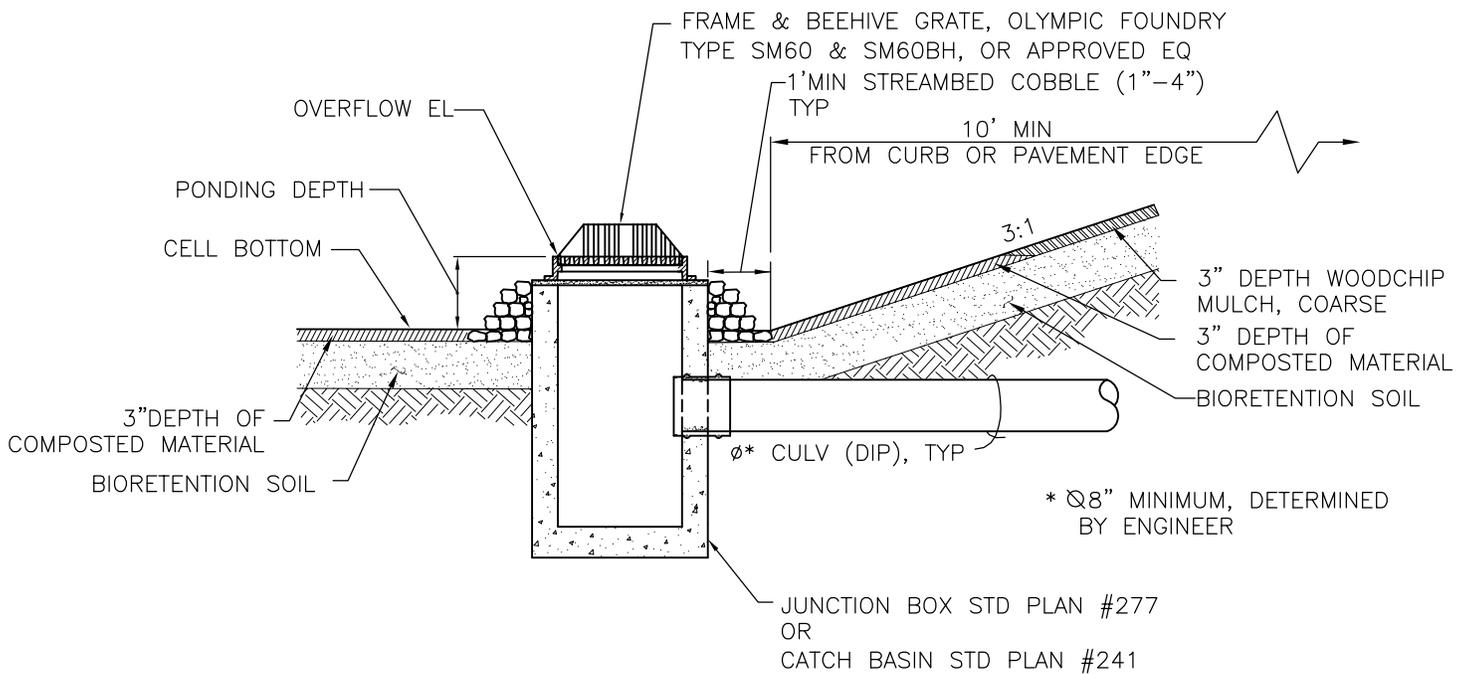


**PERMEABLE PAVEMENT FACILITY IN PLANTING STRIP**

JANUARY 2010

FIGURE

6-26



APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.

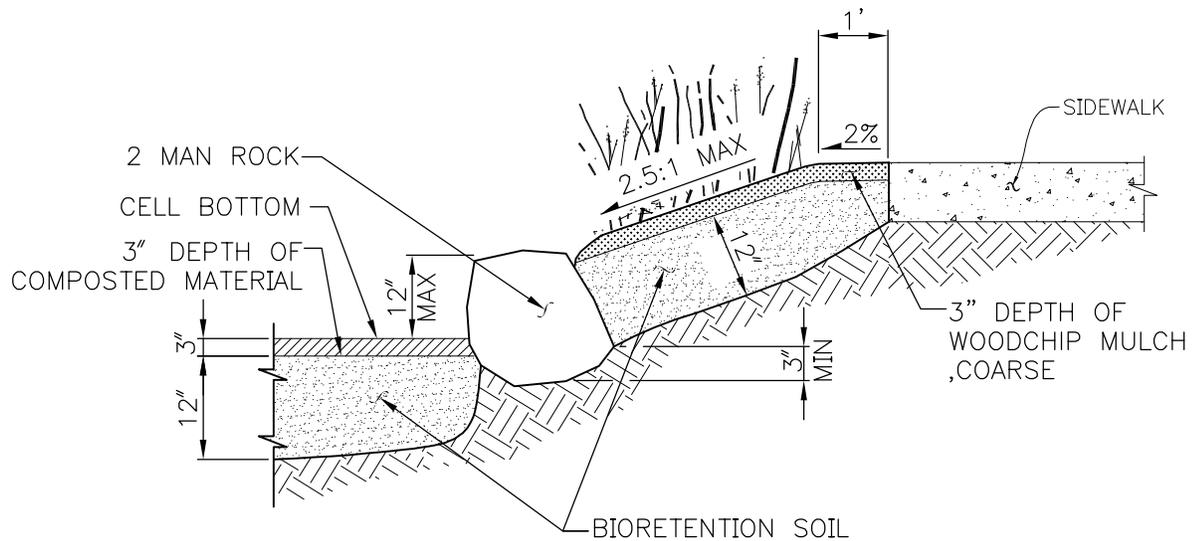


## OVER FLOW STRUCTURE

JANUARY 2010

FIGURE

6-27



APPLICATION OF THESE DETAILS REQUIRE APPROVAL FROM SDOT AND SPU.



**ONE FOOT ROCK FACING**

JANUARY 2010

FIGURE

6-28

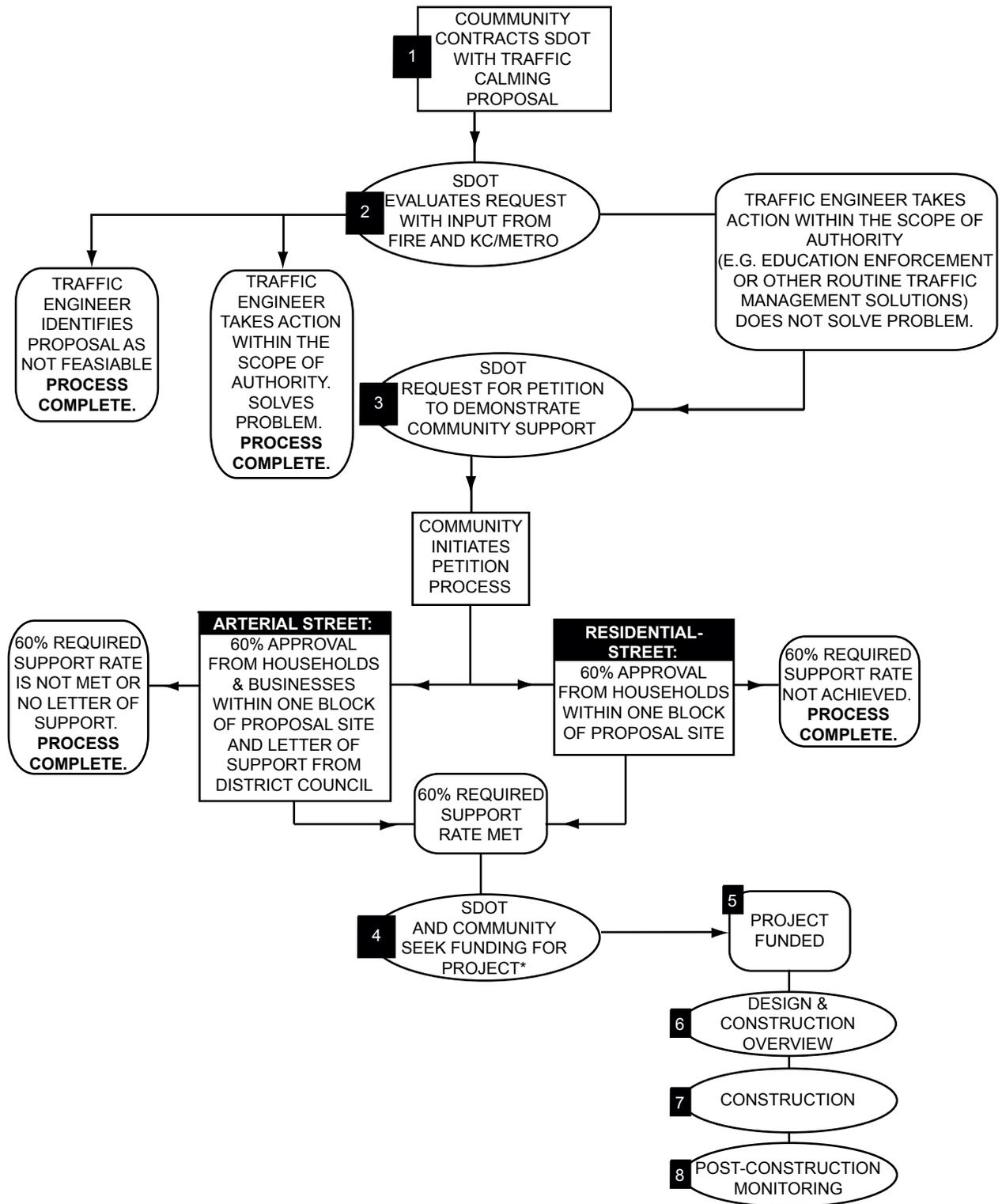


Figure 6-29 September 2005

Traffic Calming Evaluation Process



LEGEND

- Community Action
- SDOT Action
- Decision Point

\* Public Meeting May Beheld