



draft 10/17

U District Green Streets Concept Plans

City of Seattle
Department of Planning and Development
Department of Transportation

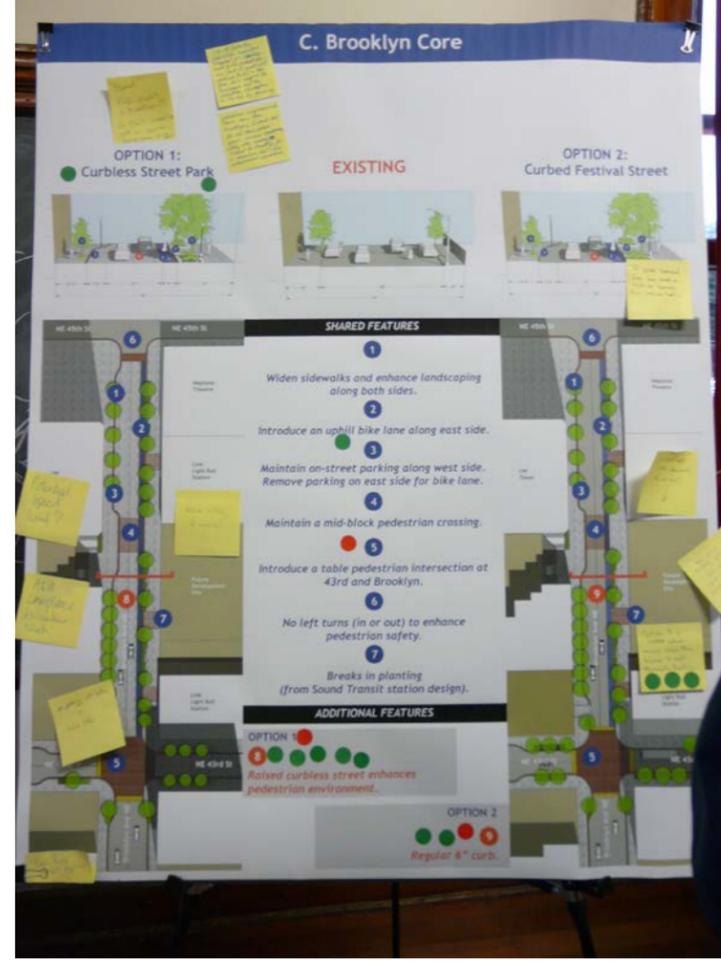


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Photos from various outreach events in the U District over the past year.

Executive Summary

The University District is a thriving neighborhood with 14,000 residents, hundreds of independent businesses, and its own unique flavor. It is also a cultural and economic hub, as home to the University of Washington, Seattle's largest employer and magnet for youth and talent of the Pacific Northwest.

The 1998 University Community Neighborhood Plan designated NE 42nd St, NE 43rd St and Brooklyn Ave NE as neighborhood green streets to provide attractive and highly landscaped pedestrian routes. With light rail coming to the U District in 2021, an uptick in growth is expected, creating opportunities for implementing these streetscape improvements.

The streets covered by this document are Brooklyn Ave NE between Portage Bay and the Cowen Park, and NE 42nd and NE 43rd Streets between 7th Avenue NE and the UW Campus at 15th Ave NE.

The U District core is likely to see substantial growth over the next 20 years. In 2021, the Northgate Link Extension will open its U District Station at Brooklyn Ave and NE 43rd Street, providing a high-speed connection to downtown and surrounding neighborhoods. Approximately 12,000 daily riders are expected to board at the U District Station by 2030. Recognizing that light rail will change the context of the U District, and to manage and plan for future growth, the City is considering allowing greater height and density in the core of the U District.

Streets should support two functions. Firstly, they should help connect people, on bicycles, on foot, in cars and in transit, to important neighborhood and regional destinations. Secondly, they should themselves be a place to be in, providing a setting for recreational and commercial activity.

At the core of the district surrounding the Link station, where maximum development and change is likely, the design concept is for consistent, generous and park-like pedestrian connections. Where pedestrian, car and bicycle activity is likely to be concentrated in the area surrounding the Link station, generous sidewalks, raised intersections, special paving materials, and abundant landscaping are proposed to clearly signalize pedestrian priority in the right-of-way.

The U District Urban Design Framework process identifies the need for quality open space areas for social, commercial and regular community events (such as a weekday farmers market) in the U District core. This plan proposes a "festival street" to achieve this function on Brooklyn Ave NE. Festival streets are designed to serve as regular streets during business hours, but allow for flexible use as public open

spaces when closed to traffic. The festival street on Brooklyn Ave has a narrow roadway, great pedestrian and bike facilities and a "curbless" cross section.

The area surrounding the core has a mix of commercial and residential uses. Streets passing through this area primarily connect residents to the business district and UW. Along these streets, this plan places emphasis on improving key intersections, landscaping, safety and maintaining on-street parking.

This street concept plan articulates the community and SDOT-supported design intention for each street, and recommends materials for paving, planting and furnishings. Together with the Link station and future growth, this streetscape plan is meant to support vibrant public life in the core and create high-quality pedestrian connections into the neighborhood.

Community Engagement

This draft plan is the result of a year of collaboration between the U District Community, the City of Seattle, and Sound Transit. Many of the concepts came out of conversations with the U District Partnership's Urban Design Committee. Broader input occurred through a public open house in spring 2014, followed by informal presentations to various neighborhood groups and review by SDOT, Sound Transit, and UW. After the formal public comment period closes on November 10, we will make final changes and adopt the plan as part of the City's Right-of-Way Improvement Manual.

Map Showing Detail Areas

Heart of the District

- A. Brooklyn Ave Core
- B. 43rd Ave Core
- C. 42nd Ave Core

Side Streets

- D. 43rd St Side Street
- E. 42nd St Side Street
- F. Brooklyn Ave North End
- G. Brooklyn Ave at NE 50th Street
- H. Brooklyn Ave South End



What is a Streetscape Plan?

Streetscape concept plans establish a vision and guide changes to the right-of-way so that incremental improvements by both public and private actors results in an excellent and functional public realm.

These plans were produced in conjunction with the Seattle Department of Planning and Development and the Seattle Department of Transportation, with input from the U District Partnership's Urban Design Committee and the wider U District community. The street concept plans are intended for adoption as an

appendix to Seattle's Right-of-Way Improvement Manual, Chapter 6.

Implementation of the plan can occur over time through direct capital investment by the City or other public entities. Property owners may voluntarily implement the plan for the portion of the right-of-way adjacent to their property, and are encouraged to do so with the redevelopment of adjacent parcels. Landscape elements in the right-of-way are be counted toward project Green Factor landscaping requirements.

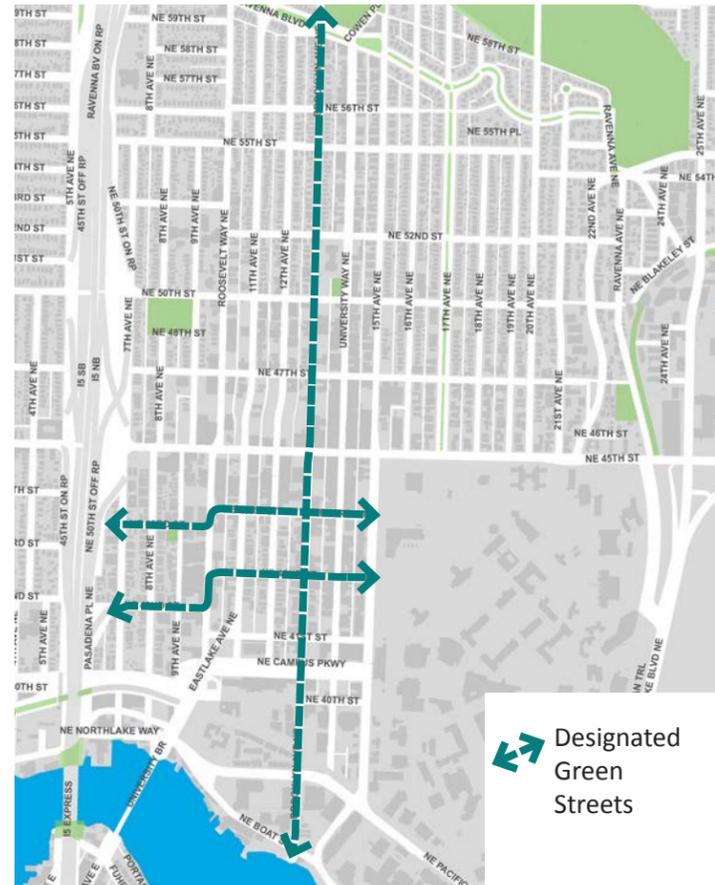
Because concept plans have been approved by the City once adopted, the Street Improvement Permit process may be facilitated for project applicants.

Bell Street Park Boulevard, Seattle



Context

Location



The University District, one of Seattle’s six Urban Centers, is home to a diverse and vibrant community. The 2013 Urban Design Framework identified a community desire for increased building heights and densities in the core of the U District community.

Identified as Green Streets in the 1998 Neighborhood Plan, NE 43rd Street, NE 42nd Street and Brooklyn Ave NE connect the residential neighborhood to the core of the U District, including the new Link station, University of Washington, UW Medical Center, Burke Museum, the Burke Gilman trail, and the “Ave” commercial district.

Land Use



The land uses along 43rd and 42nd Avenue are predominantly multifamily residential to the west with a mix of retail, entertainment, office and residential uses west of Roosevelt Way NE.

At Portage Bay, Brooklyn Avenue has recreational uses transitioning to institutional uses and student housing closer to Campus Parkway. Between NE 42nd Street and NE 45th Street, land uses on Brooklyn Ave include the UW Tower, Hotel Deca and medium density multifamily residential. North of NE 45th Street until NE 50th Street, a mix of strip malls, gas stations, larger format retail and parking lots characterize the corridor. Further north of NE 50th Street, Brooklyn is predominantly single family and low rise residential. Traffic volumes and speeds decrease north of NE 50th Street.

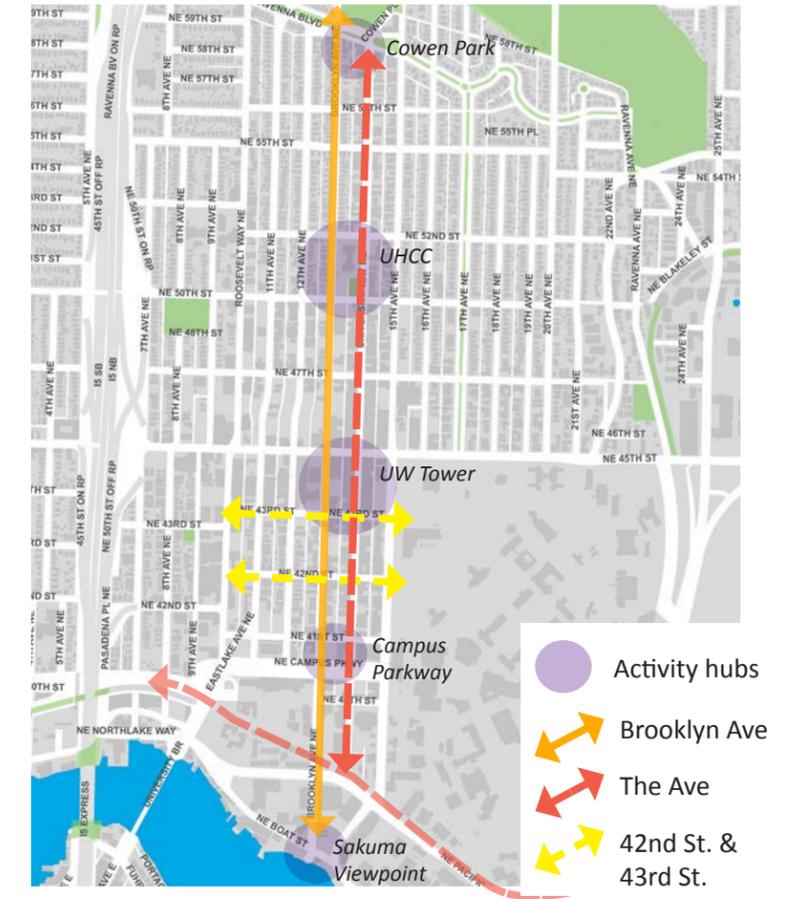
Future growth



In anticipation of the future light rail station, and to advance Comprehensive Plan goals to direct growth to areas supported by great infrastructure and services, the City of Seattle is studying zoning alternatives which will allow greater density and height in the core of the University District surrounding the light rail station.

Future residential and commercial growth will increase the need for quality public and landscaped spaces in the University District. With relatively light car traffic and heavy foot traffic volumes, Brooklyn Avenue, in particular, has the potential to become a great pedestrian route with the characteristics of a linear park serving the neighboring community.

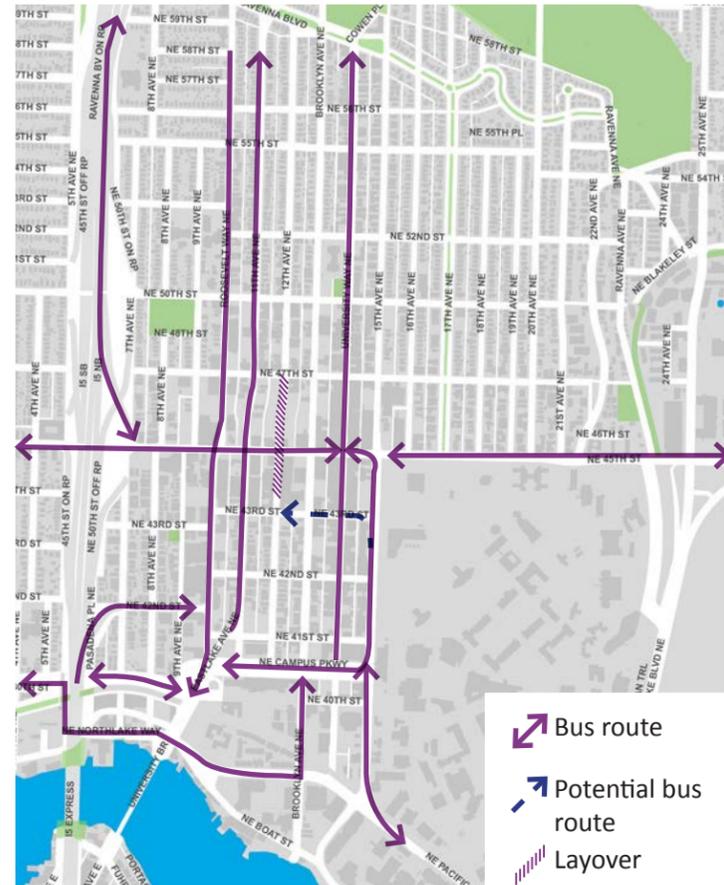
Walking



Brooklyn Avenue is an important pedestrian connector for north-south pedestrian movement outside the UW Campus, with key pedestrian campus-access points located along 15th Avenue at 42nd and 43rd Streets. Brooklyn Avenue connects a number of hubs of activity, including Cowen Park, University Heights Community Center (UHCC), Light Rail Station, the UW Tower and a future waterfront park at Sakuma Viewpoint.

The Ave is the other busy north-south pedestrian corridor in this area, supporting a thriving retail environment.

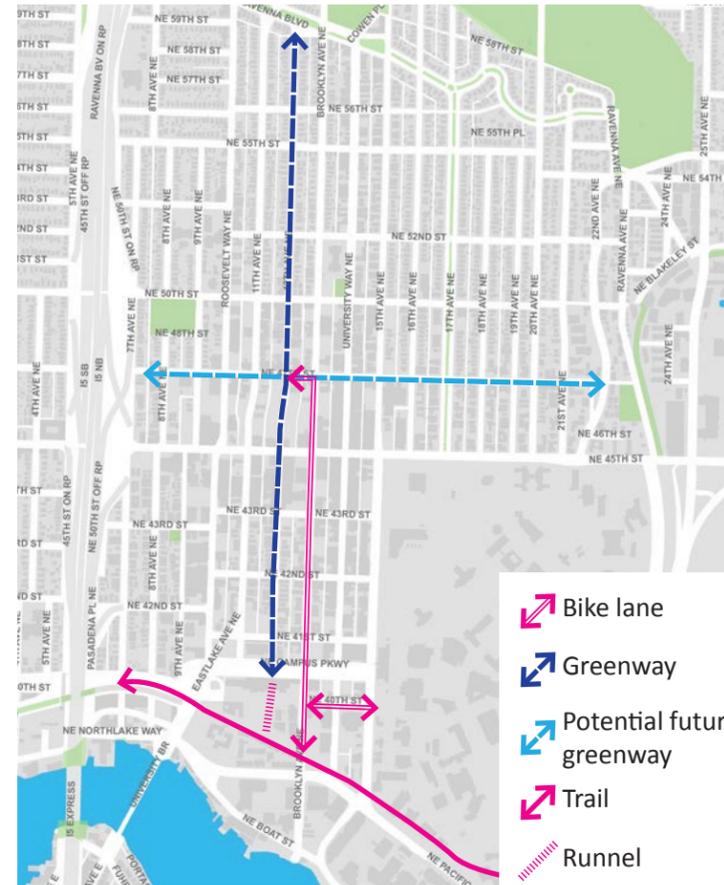
Transit



University Way and 15th Avenue NE are the major north-south transit corridors serving this area. Metro has a bus layover on 12th Avenue. Northbound buses also run on 11th Avenue NE. NE 45th Street and Campus Parkway provide east-west bus connectivity. NE 42nd street is a bus route between the I-5 and Roosevelt Way NE.

The future Link station will influence routes and connectivity in the area significantly. To create high level of bus-train connectivity and improve service after the Link station is operational, Metro is considering routing certain west-bound routes onto NE 43rd Street with a bus stop at the Link Station.

Future Bike Connections



The 2014 Seattle Bicycle Master Plan specifies the recommended bicycle network infrastructure for the city. The plan identifies the need for an uphill climbing lane on Brooklyn Ave NE. Recognizing NE 43rd Street as an important gateway into the University, the plan recommends a shared street between Roosevelt Way and 15th Avenue NE. The greenway on 12th Avenue is expected to be completed in the fall of 2014, connecting the neighborhood to the Burke Gilman Trail. NE 47th Street is a recommended neighborhood greenway, connecting the U District to the citywide greenway network.

SDOT recently completed a two-block protected bicycle facility on NE 40th Street between Brooklyn Avenue and 15th Avenue NE and installed a pedestrian scramble intersection at University Way. This separated bicycle facility connects cyclists to the Burke Gilman Trail from Brooklyn Avenue and the UW, while sections of the Burke Gilman trail are closed for improvements.

Tree Canopy and Open Space



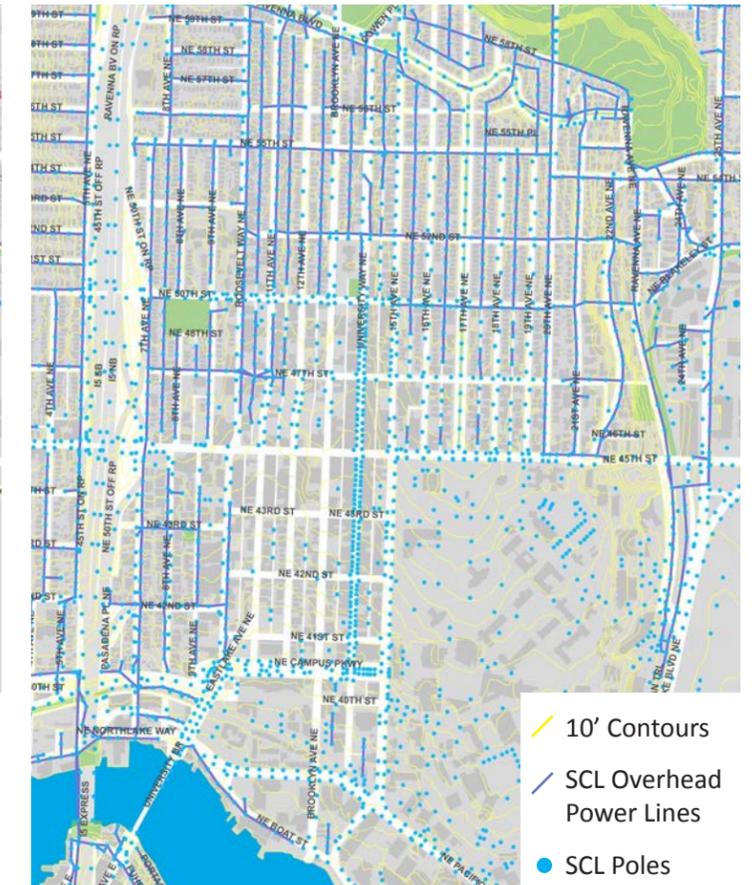
Tree canopy along Brooklyn Avenue is patchy. There is a well established row of oak trees between Pacific Street and Campus Parkway. North of 40th, street trees are absent except adjacent to the UW tower where there were a few sweet gum and red maple trees. These trees have been removed and will be replaced as part of the Link station construction.

There are almost no street trees on 42nd and 43rd street, except around Christie Park, a 0.1 acre park owned and operated by the Department of Parks and Recreation.

Plazas and Open Space

There are two plaza spaces on Brooklyn Avenue adjacent to the UW Tower under UW ownership. Brooklyn Avenue terminates at Sakuma Viewpoint and park at the south end and connects to Cowen Park at the north. The Department of Parks and Recreation recently acquired a parcel adjacent to Christie Park for future park expansion.

Power Lines & Topography



Above grade power lines exist along 42nd and 43rd Streets between the I5 and Roosevelt Way. There are no above ground power lines on Brooklyn Avenue south of 56th, and on 42nd and 43rd on the east side of Roosevelt Avenue.

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heart of the district

Brooklyn Ave Core

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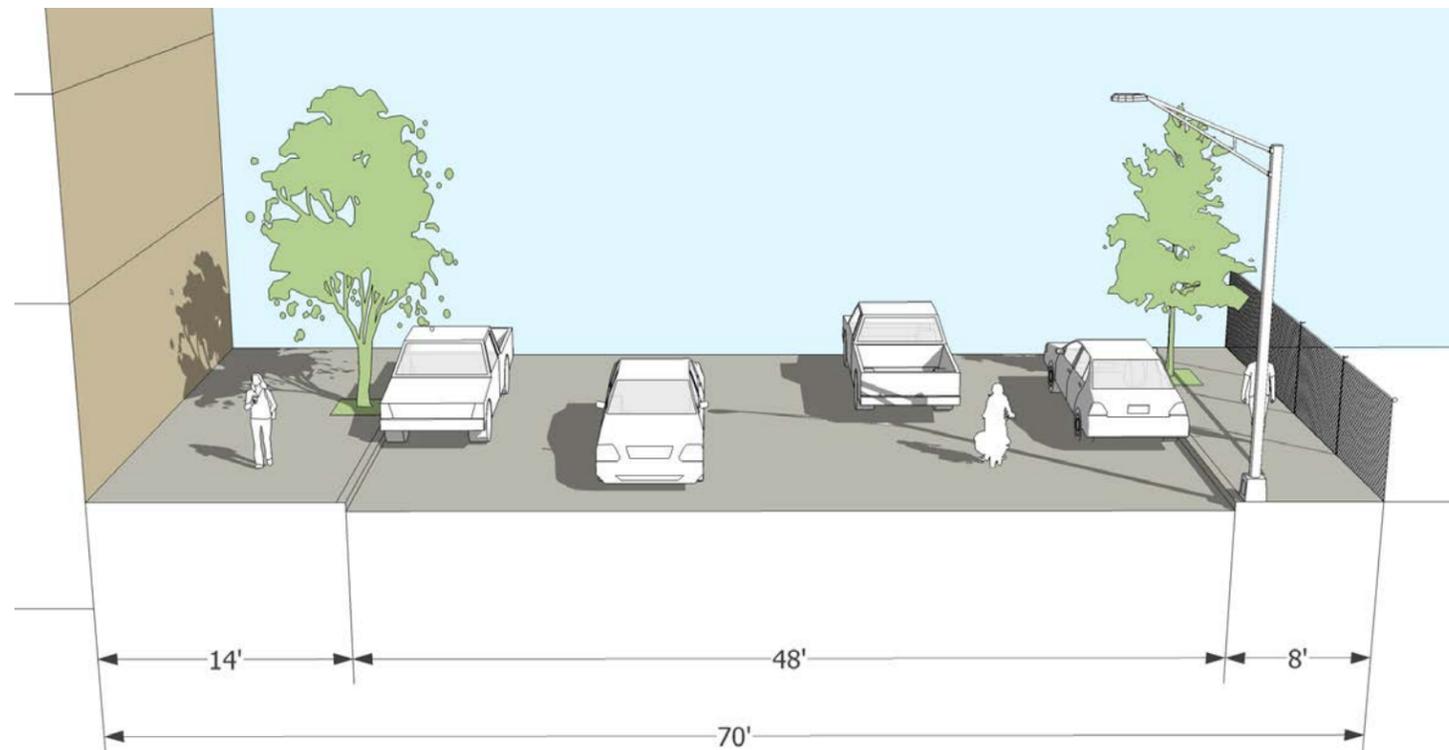
Located between the UW Tower and the future light rail station, the section of Brooklyn Avenue between NE 43rd and NE 45th Streets has the potential to become a central and defining space in the U District.

Higher density development in the blocks surrounding the Link station will increase the need and desire for publicly accessible and landscaped spaces. Brooklyn Avenue in this section is uniquely situated to meet these needs. Vehicular traffic volumes are significantly lower than on the Ave or 15th Ave NE. 43rd Street will become the major pedestrian connection from the University to the light rail station.

Brooklyn is not a transit corridor, making it relatively easy to close the street to cars and buses for regular community events, festivals or farmers markets. There are a number of redevelopment opportunities on this block of Brooklyn Ave NE, including over the Link Station and at the intersection of NE 43rd Street and Brooklyn Ave NE. The University of Washington has also expressed long-term interest in improving the two plazas adjacent to the UW Tower. Creating a pedestrian-oriented and high quality public space in the right-of-way on this block sets the stage for a network of pedestrian-oriented commercial and open spaces on adjacent parcels, on a street with low car traffic volumes but high pedestrian and bike traffic volumes.

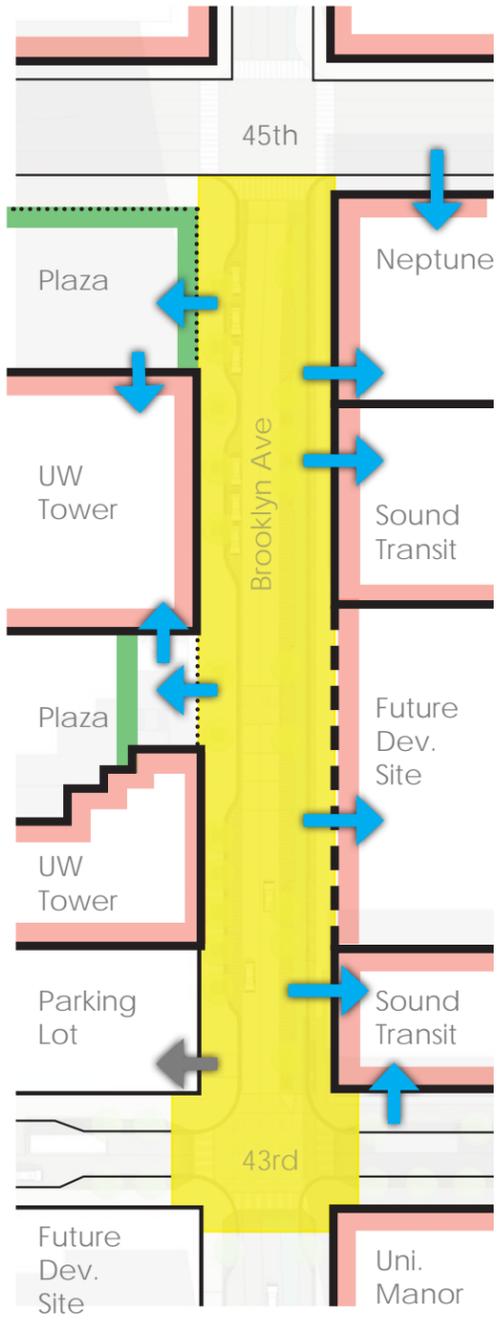
Finally, the north-south orientation of the street improves solar exposure on both sides of the street throughout the day and year. Taller and higher density development and a greater number of drought-resistant trees in this area will mitigate some of the wind tunnel effect next to the UW Tower.

Current Conditions



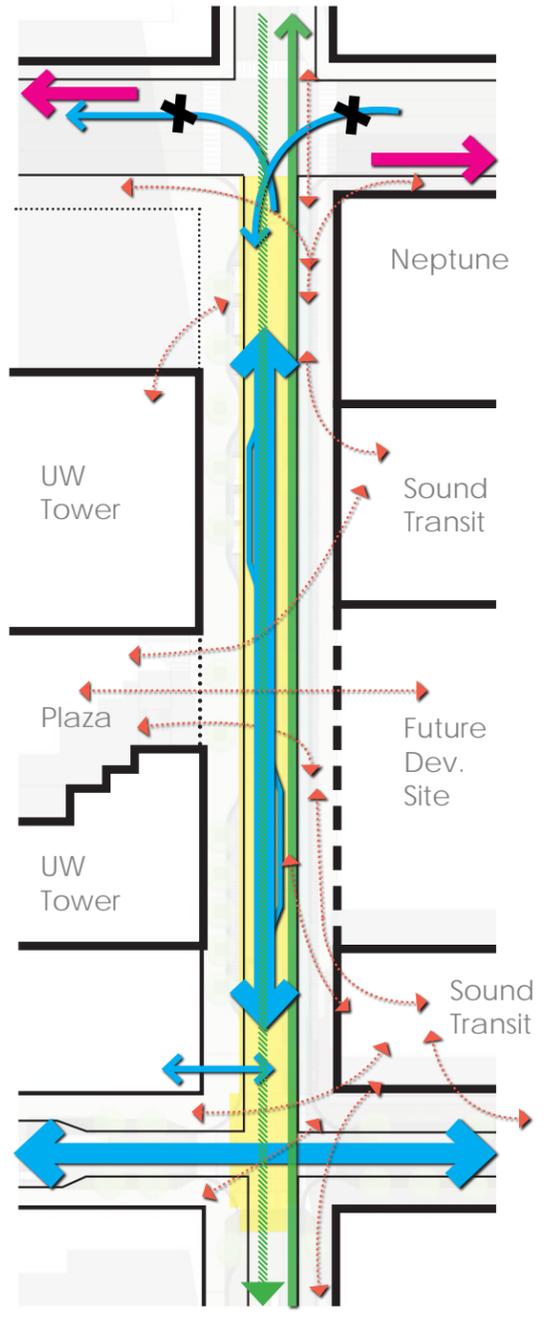
Analysis

Edges



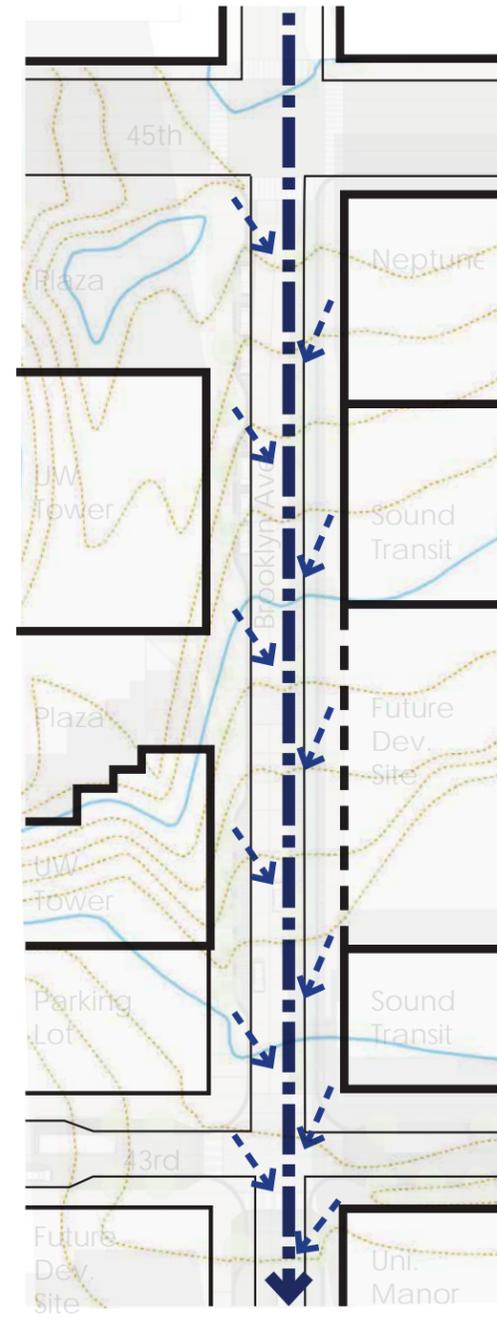
- curbless festival street extent
- entrances

Movement



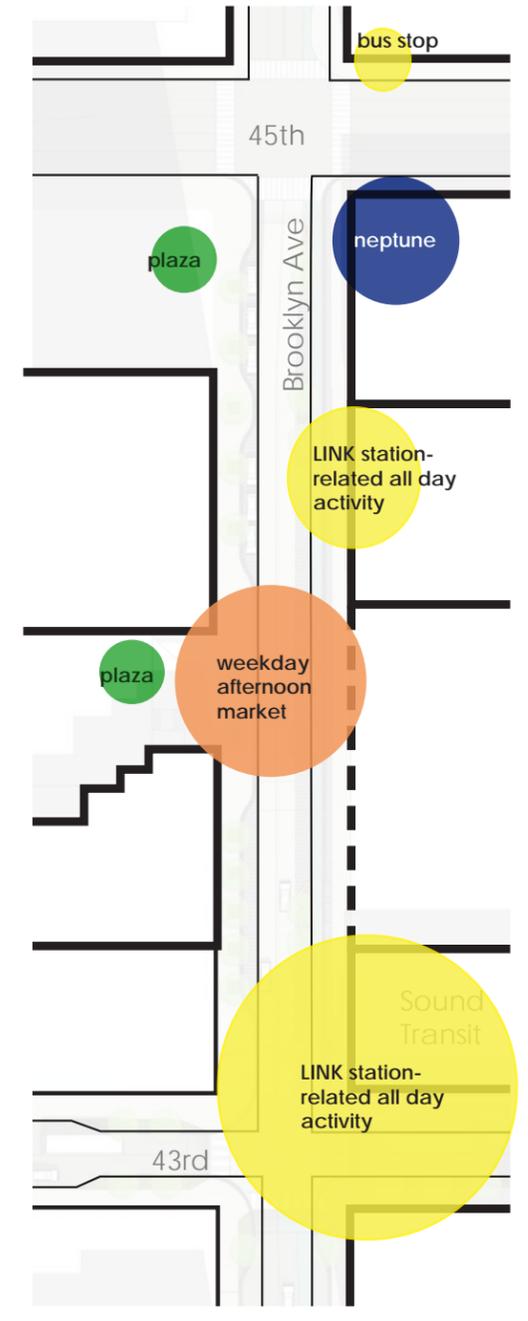
- pedestrians
- buses
- uphill bike lane
- vehicles
- downhill sharrow
- 20 mph zone
- left turn prohibited

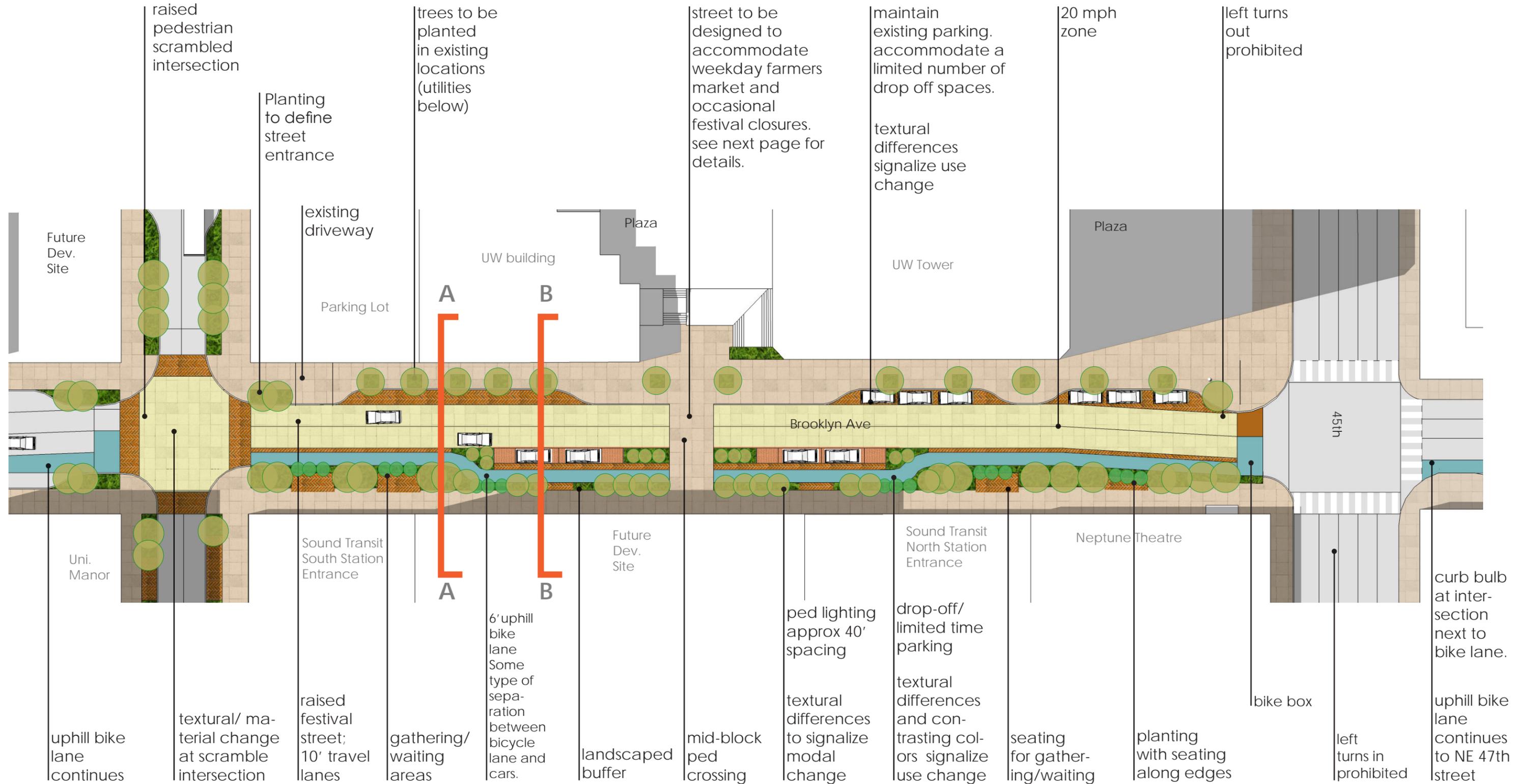
Stormwater



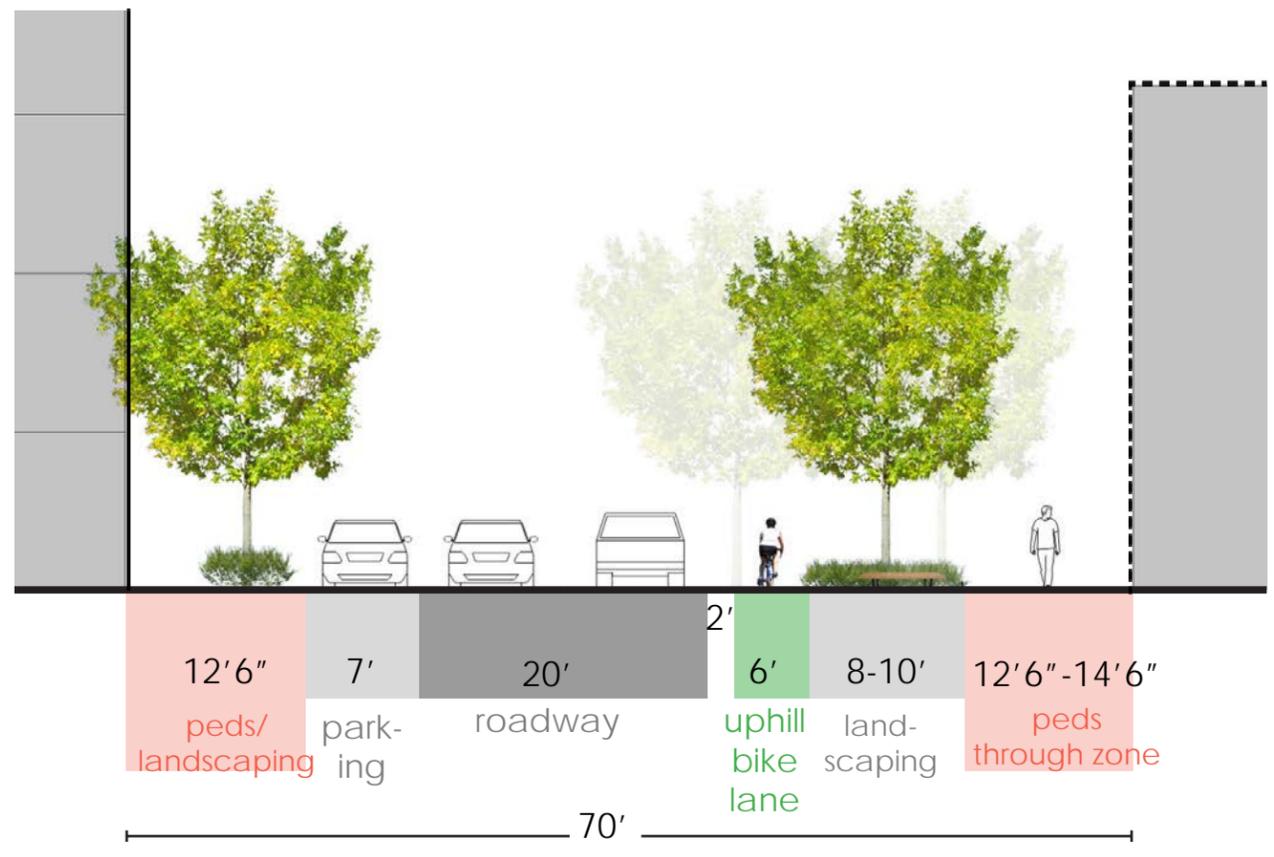
- DWW Mains
- direction of slope

Activity

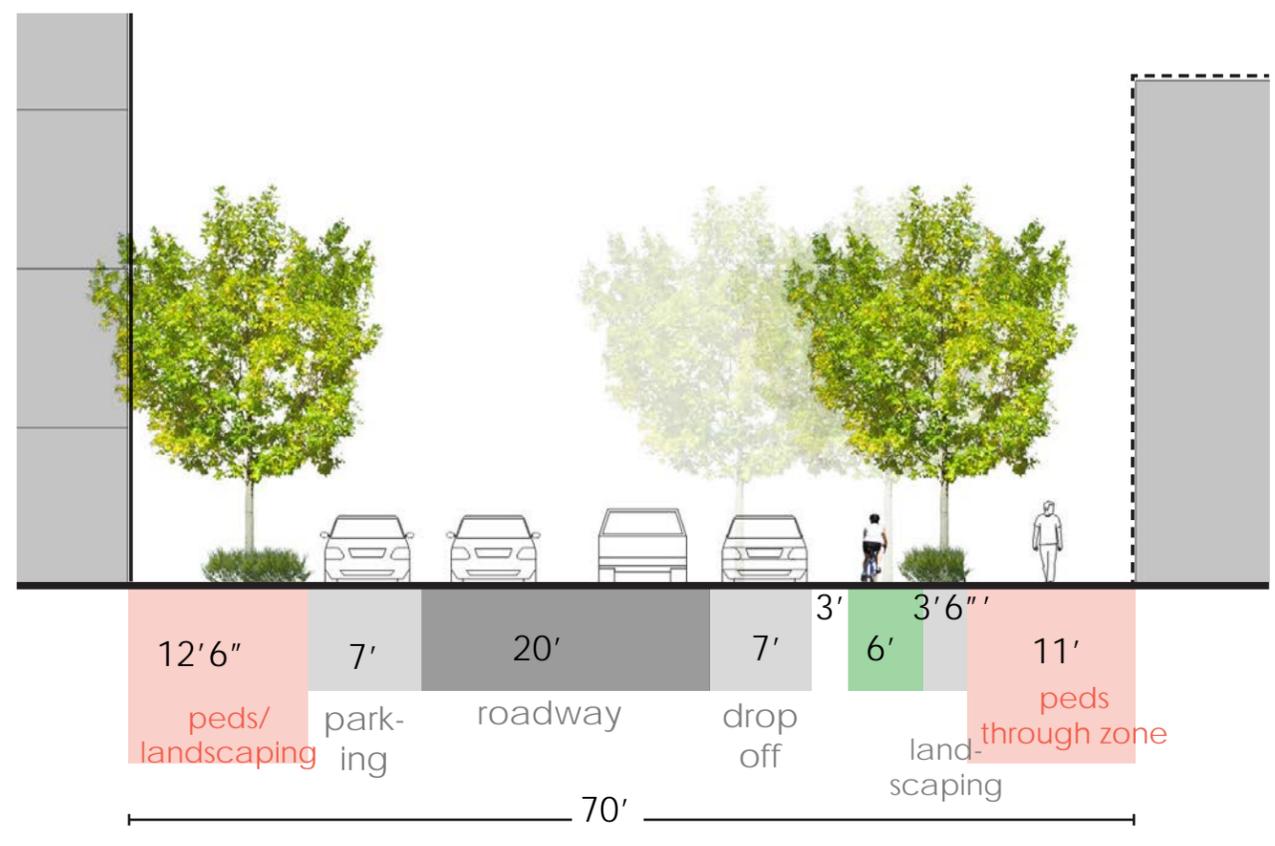




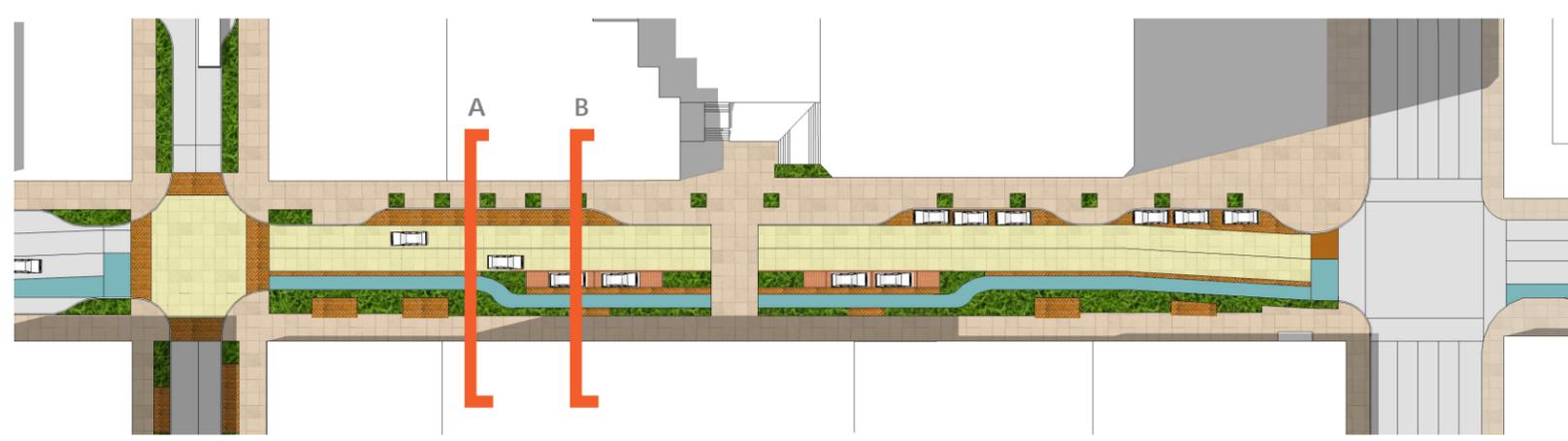
A. Cross section in front of station entrances



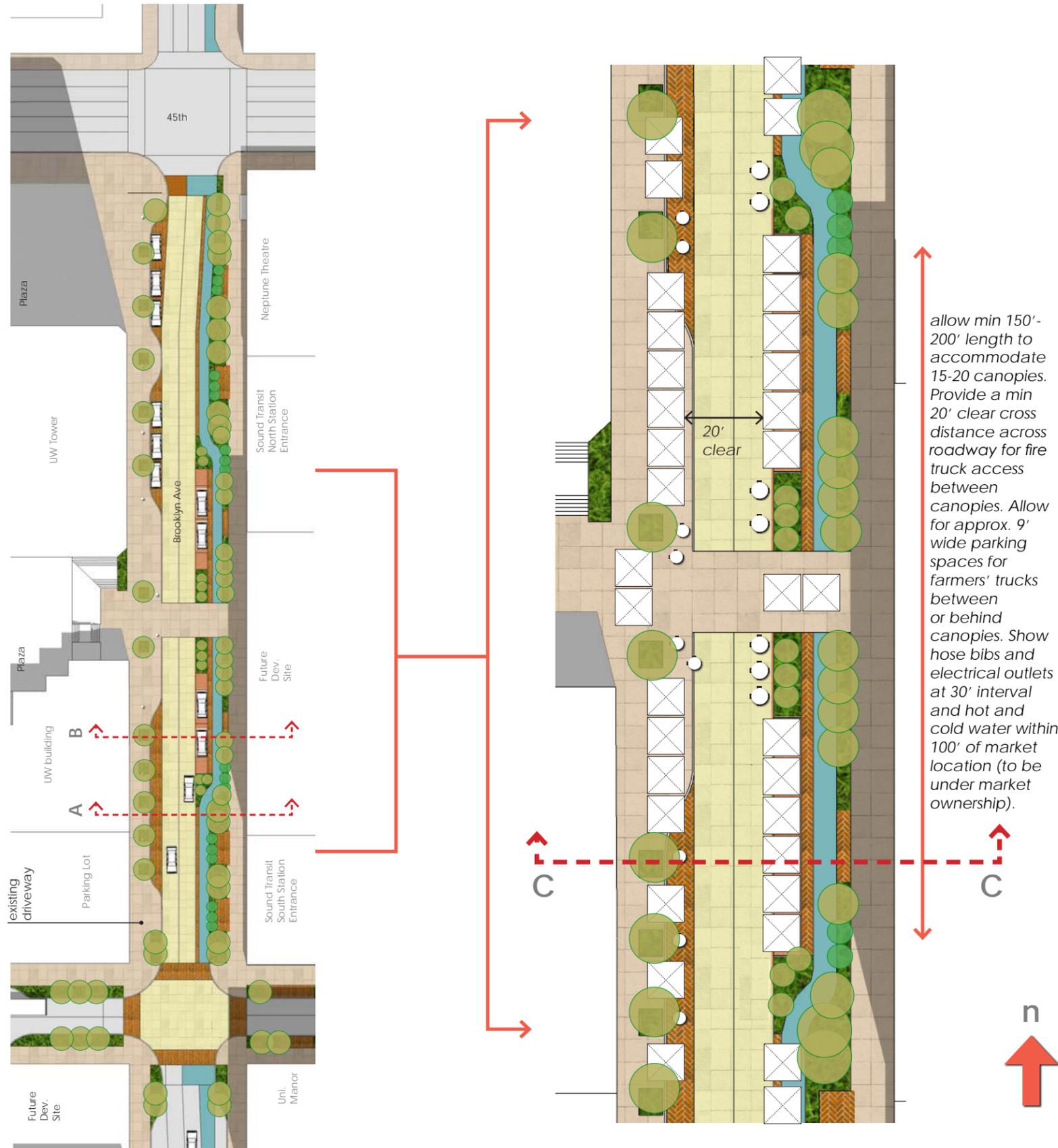
B. Cross section at drop off locations



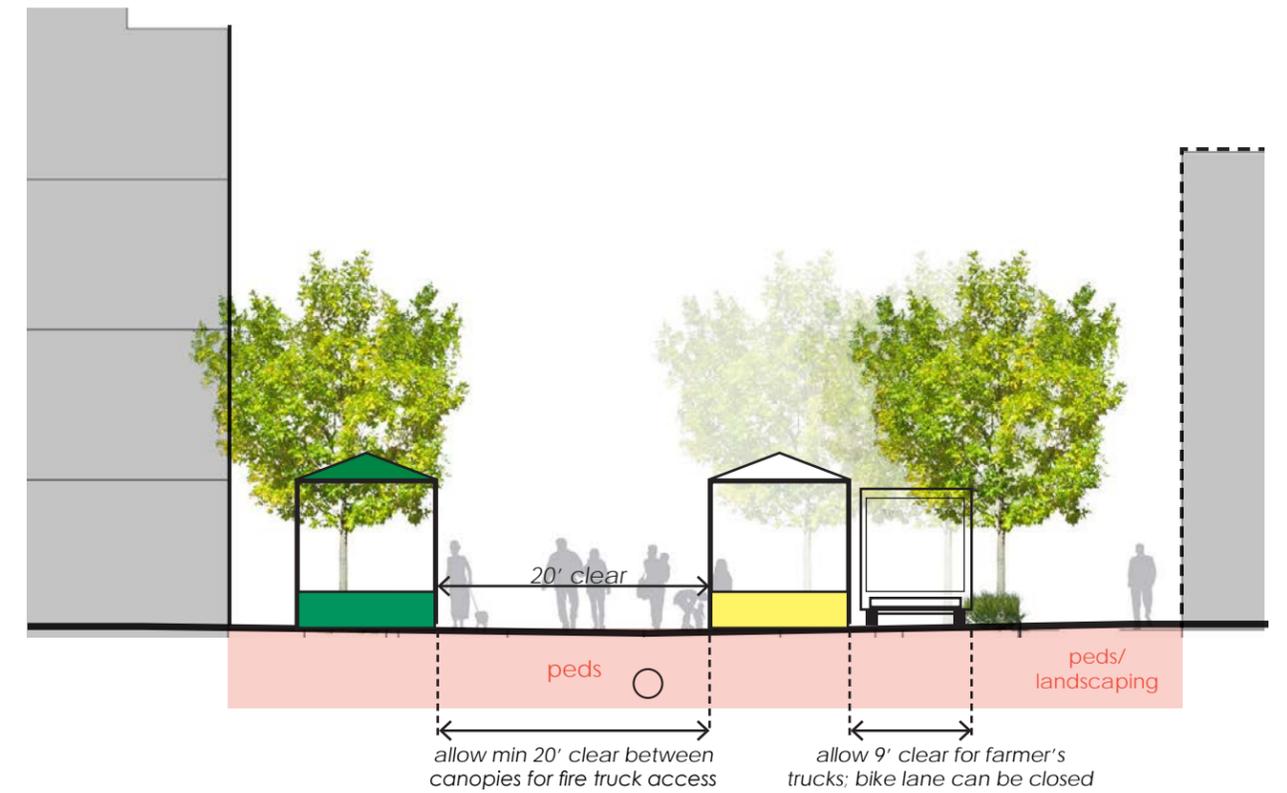
Map showing section locations



Configuration - detailed



C. Potential to accommodate weekday farmers market



View looking north from Link station



View during market/festival



1 bike parking options



2 material/textural changes mark different functions



3 market/festival flexible programming



4 integrated landscape and seating



NE 43rd Street Core

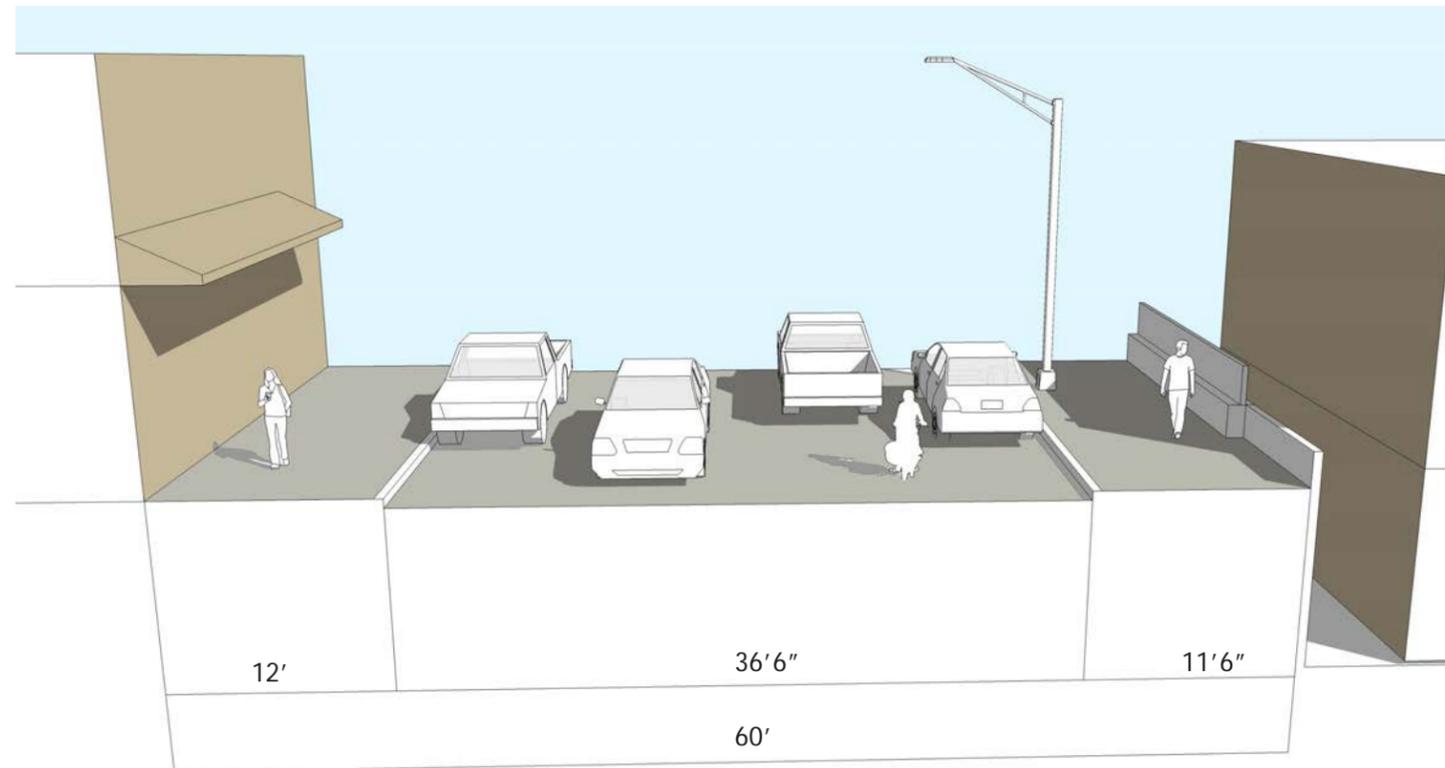
NE 43rd Street is an important east-west connector, whose significance will increase significantly after the Link station is up and running.

Pedestrians and bicyclists generally prefer using 43rd over 45th, since vehicle traffic volumes and speeds are lower on 43rd. In its current configuration, sidewalks on 43rd between Brooklyn and 15th Avenues are undersized and generally cluttered with a variety of street furniture and signs and have no trees or landscaping. The intersections where 43rd meets the Ave and 15th are important pedestrian intersdections for pedestrians, buses and cars.

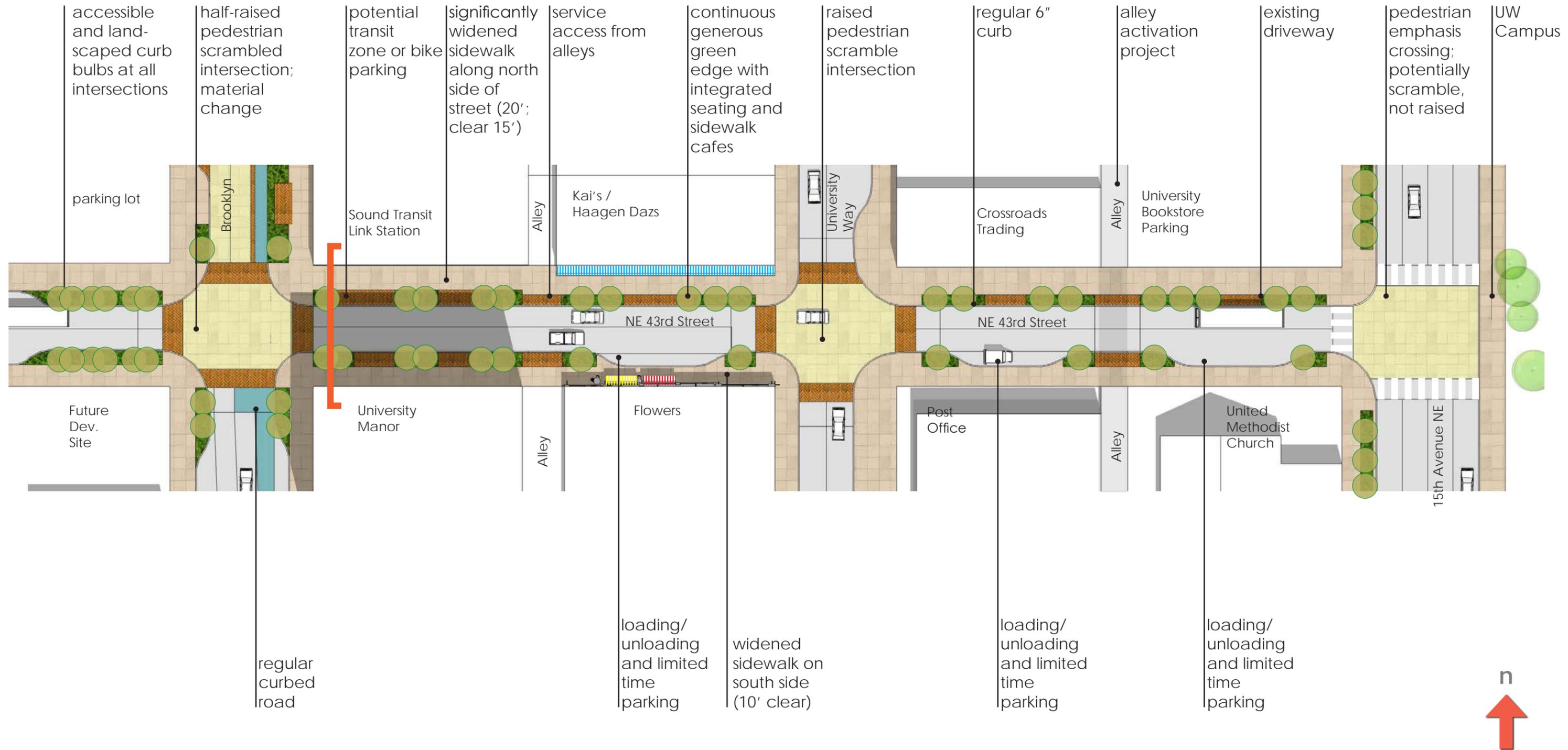
After the completion of the Northgate Link, approximately 12,000 daily boardings are expected at the U District Link Station. A significant portion of these will serve the large employers in this area, including jobs on the UW Campus, in the UW Tower and Seattle Children's. New regulations that may increase allowed density and height will add jobs and residents in this area. Pedestrian volumes are therefore expected increase dramatically along 43rd between Brooklyn and 15th Avenues. From a transit perspective, NE 43rd Street provides the potential for a direct bus-Link Station connection for King County Metro routes going to and from the U District. It is possible that a limited number of buses might use NE 43rd Street in the future.

A safe comfortable and attractive street for pedestrians is the highest priority for these streets.

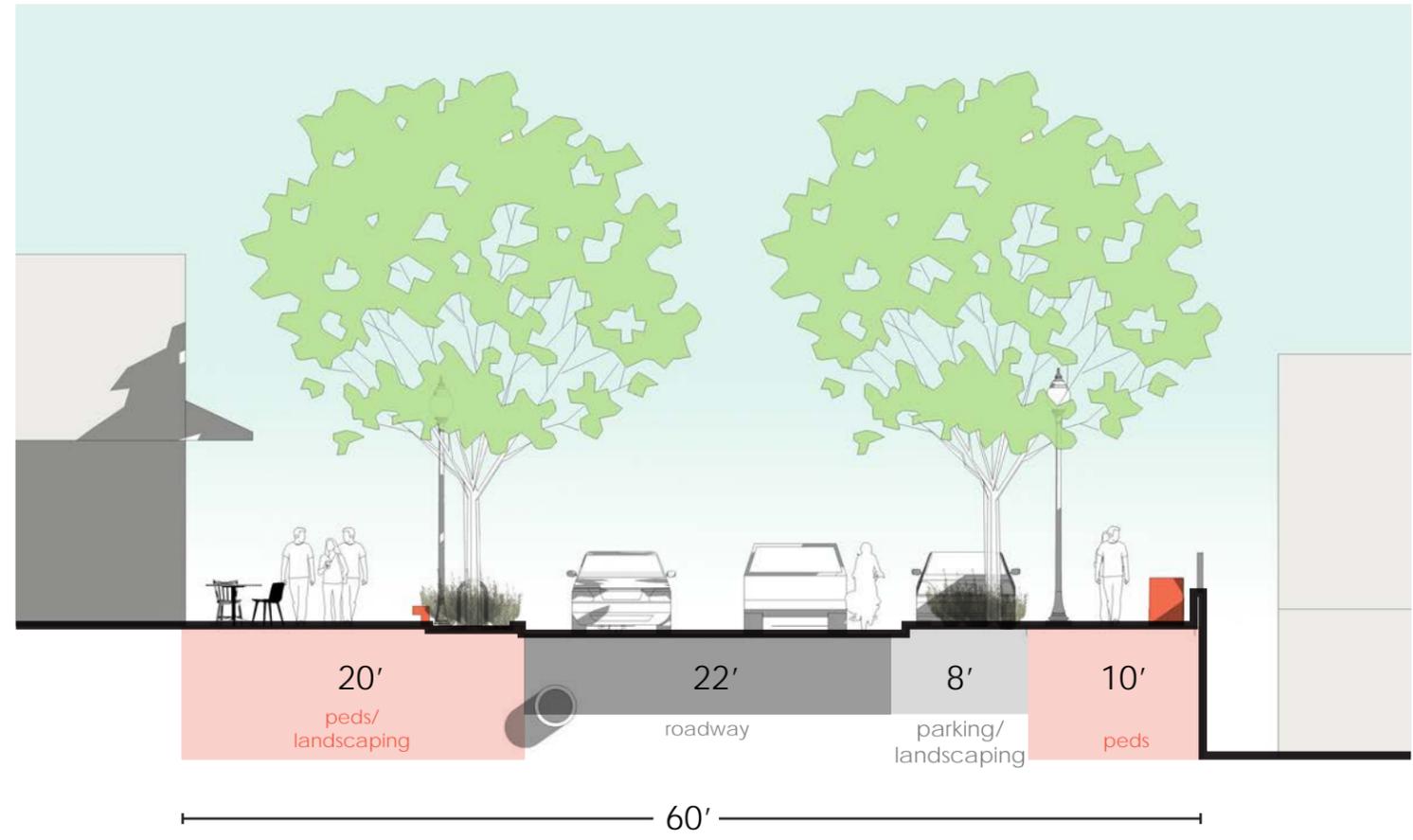
Current Conditions



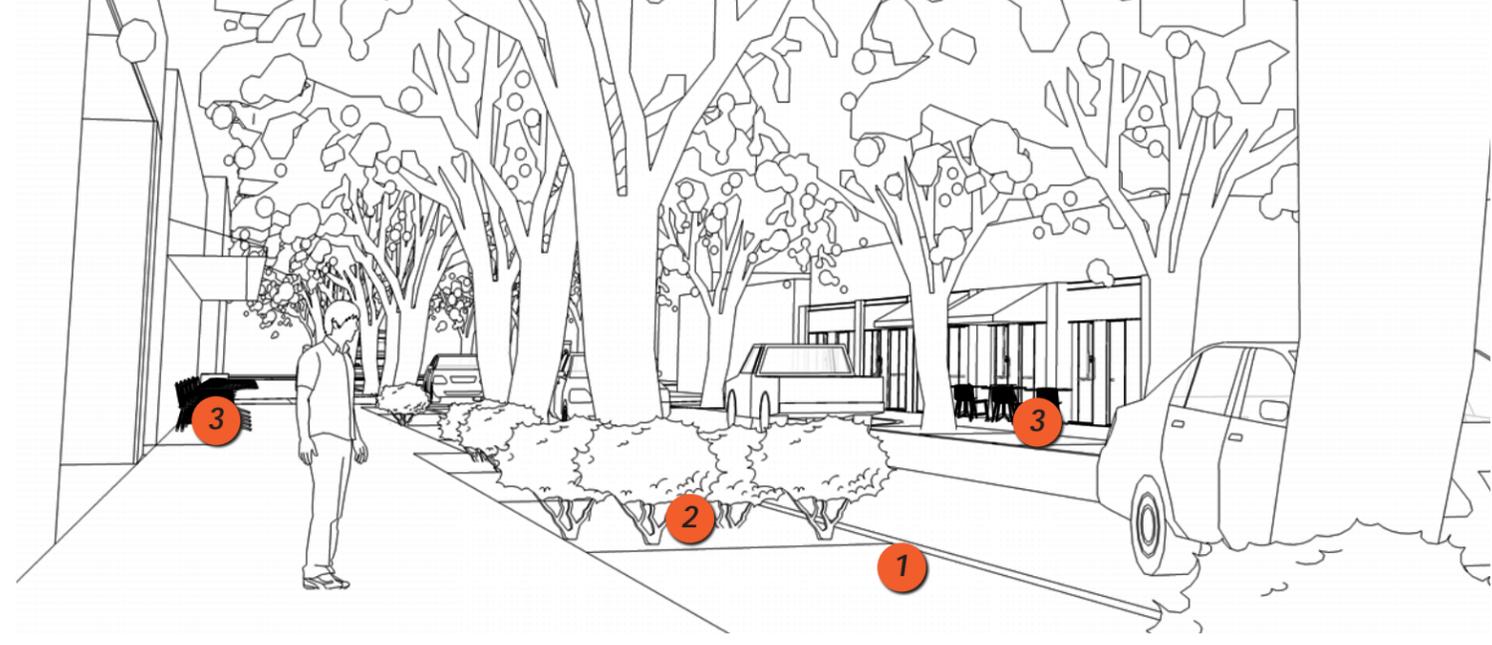
Plan showing design intention



Section showing design intention



View looking east



1 integrated landscape and seating



2 room for street furnishings



3 accommodate sidewalk cafes and signs



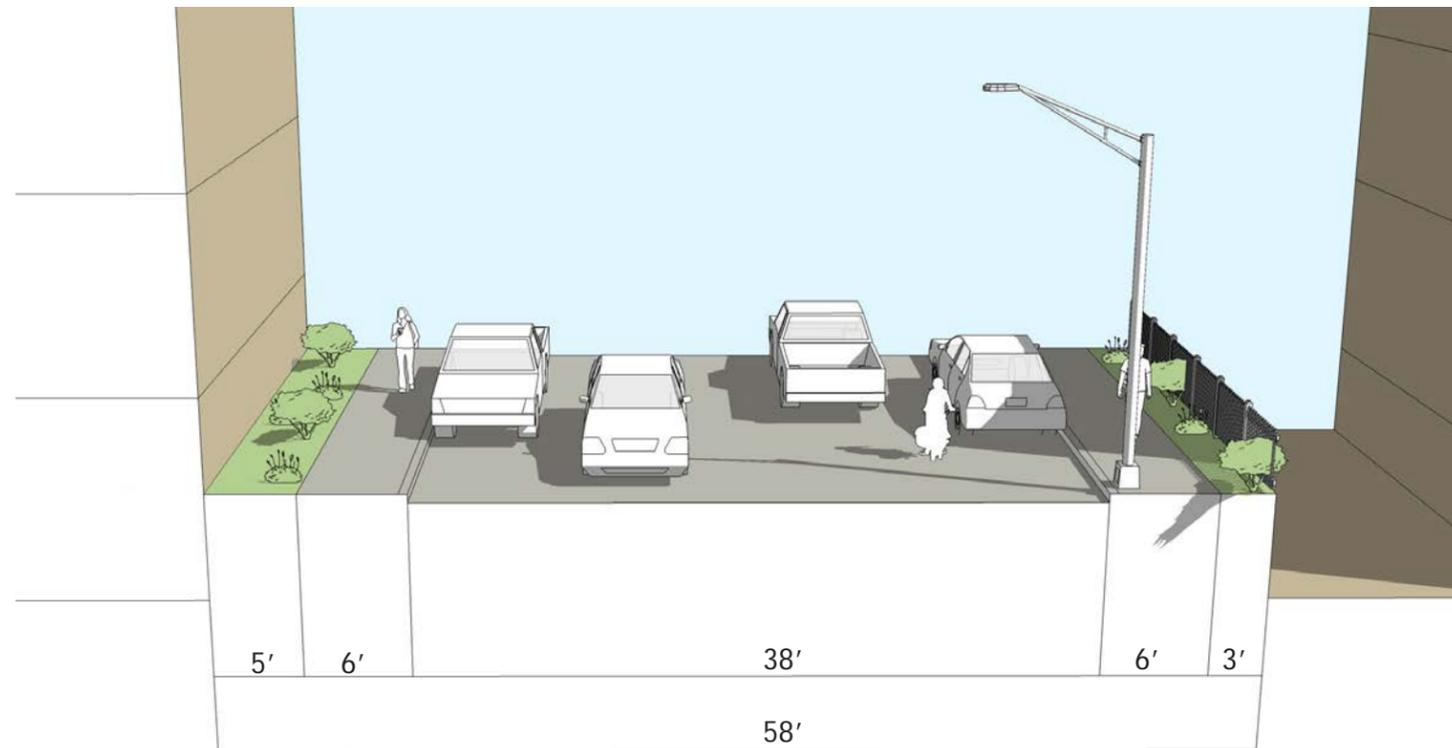
NE 42nd Street Core

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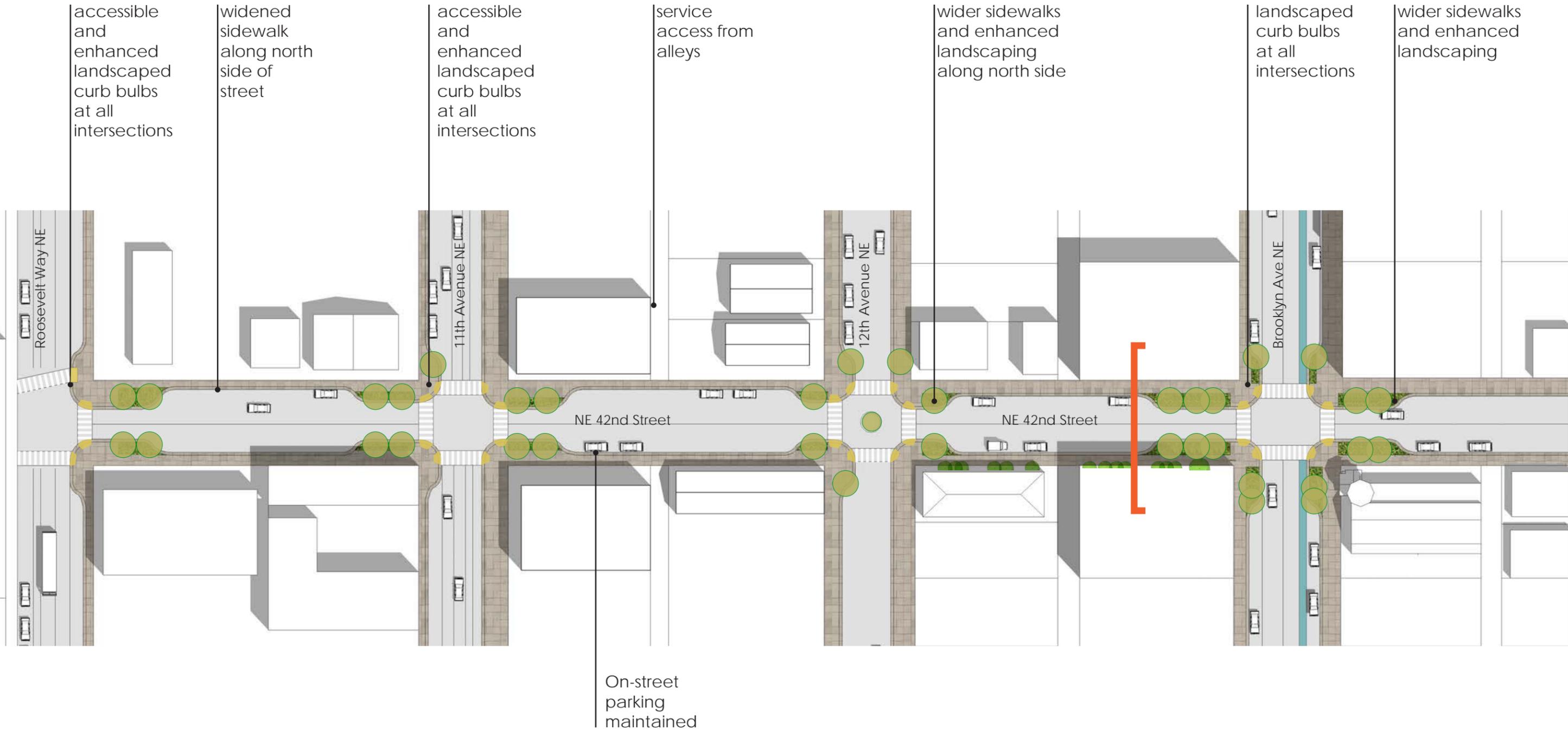
NE 42nd Street connects the I5 and adjacent multifamily neighborhood to the UW. NE 42nd Street is a transit street for northbound bus routes on Roosevelt. Land uses along the “core” of NE 42nd Street i.e. closer to the UW Campus are mostly commercial. Traffic volumes are relatively moderate and on-street parking in this core of 42nd creates a natural traffic calming effect by narrowing down the travel lanes while also meeting parking needs of multifamily buildings in this area.

There are two primary improvements are recommended in this the core area of NE 42nd Street: Intersection improvements to reduce pedestrian crossing distances; and enhancements to landscaping along the street.

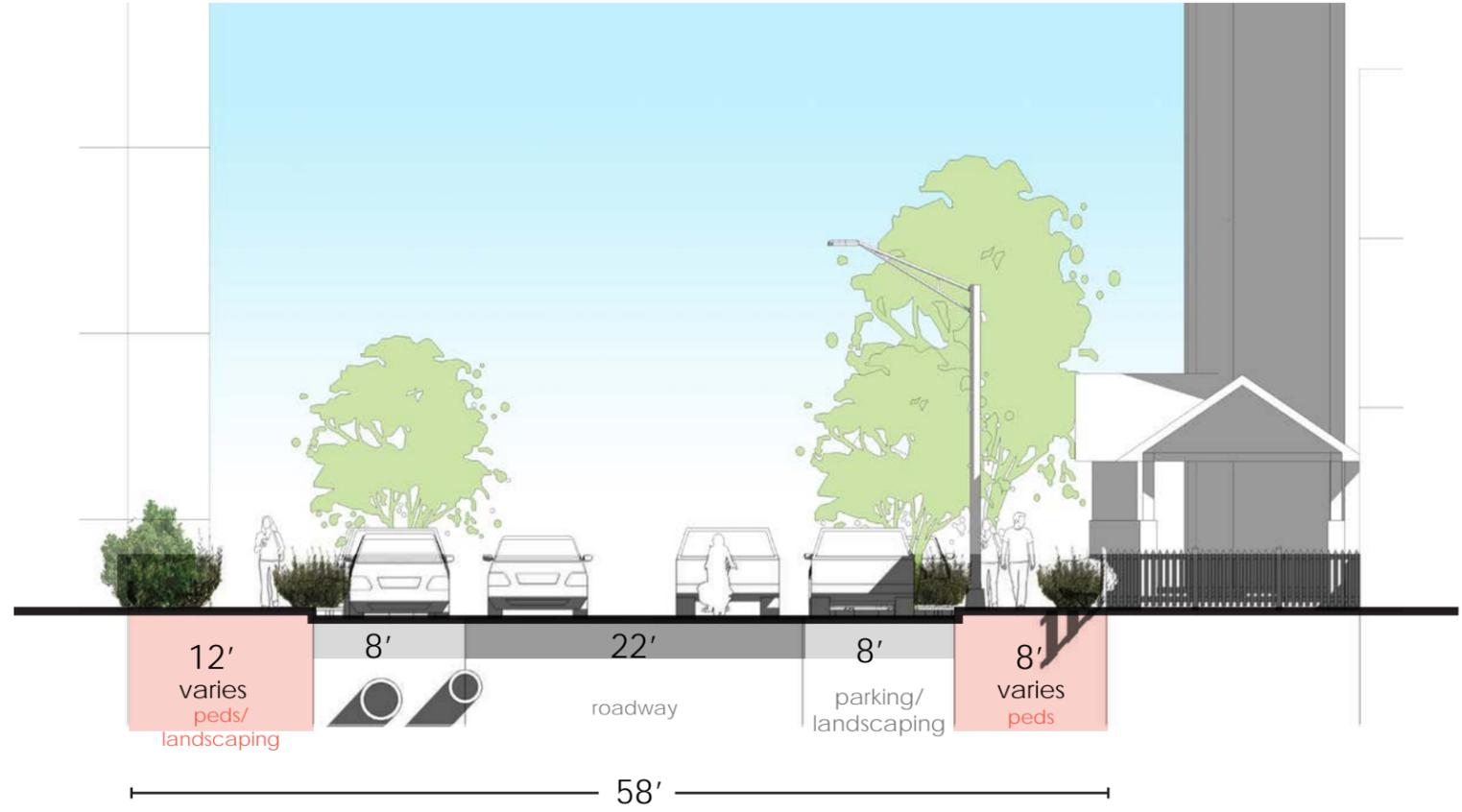
Current conditions



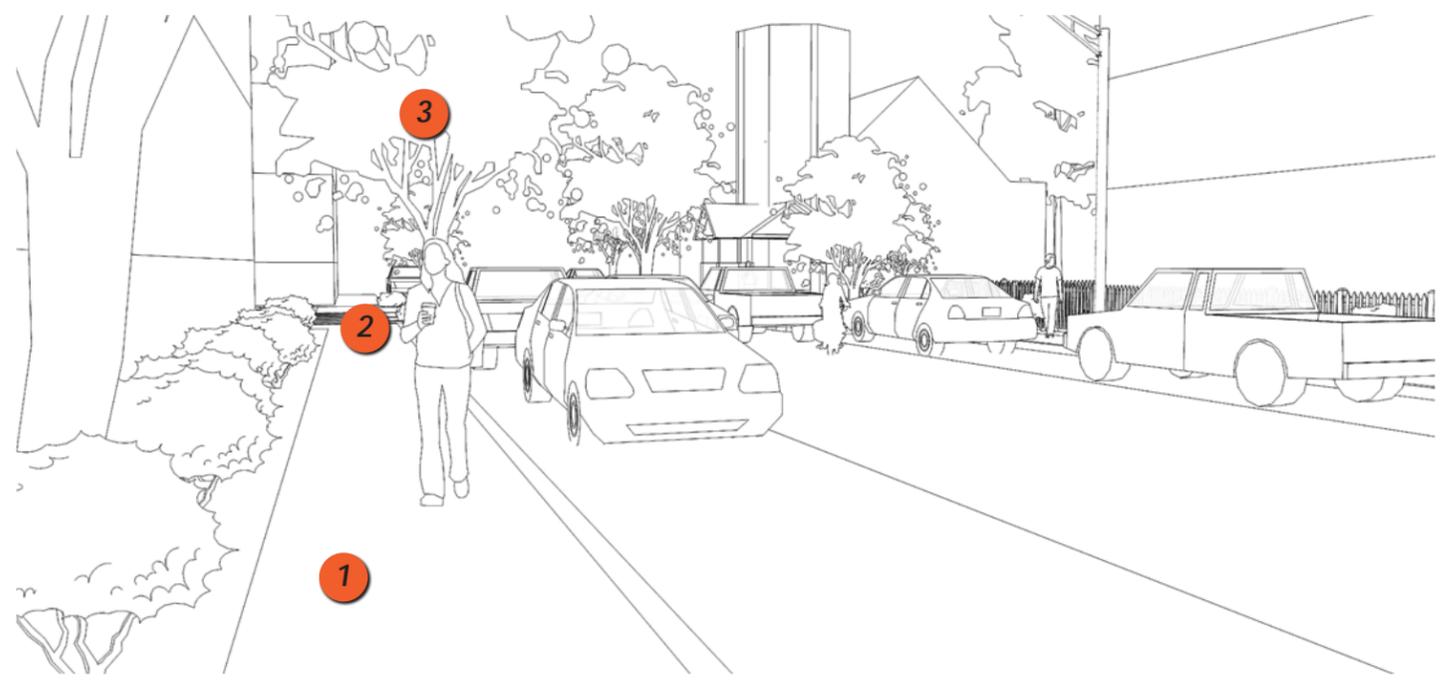
Plan showing design intention



Section showing design intention

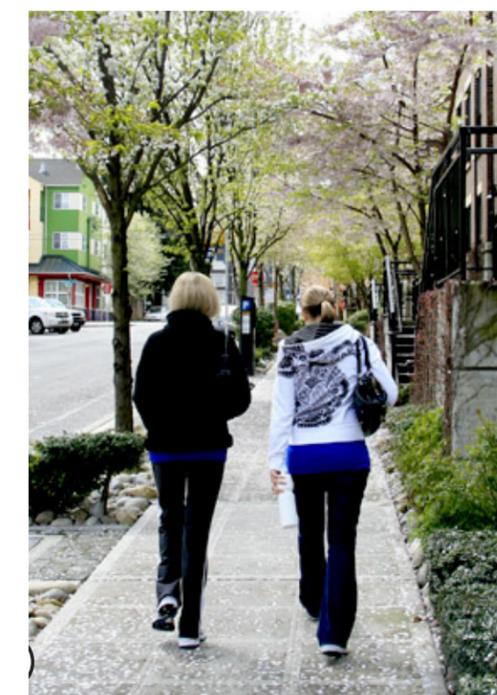


View looking east



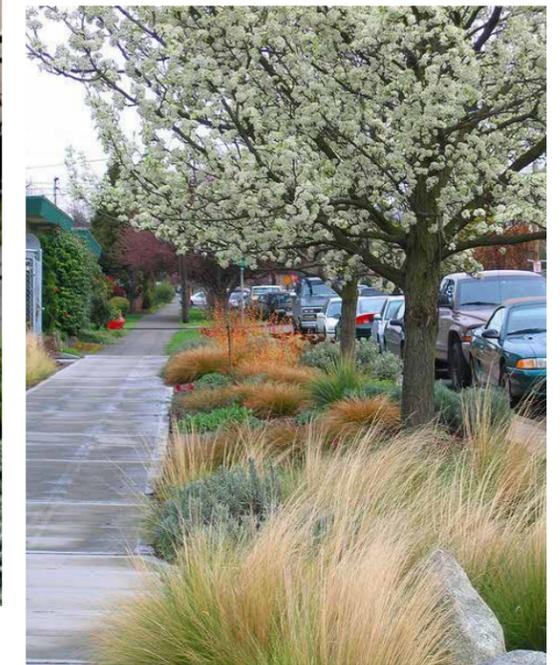
1

landscaped sidewalks



3

abundant landscaping where space allows



2

landscaped curb bulbs at intersections



Materials and Landscaping

Materials chosen for these core streets of the U District should be high quality, durable and related to the human scale. The overall intention is to create consistency through these core streets to clearly signalize to cars that these are pedestrian priority areas, and for a variety of community uses that promote public life.

Hardscape Materials:

The choice of paving materials for Brooklyn and 43rd will need to respond to the requirements of the curbsless street condition on Brooklyn Ave NE and the raised intersections at NE 43rd Street and Brooklyn Ave and the Ave.

Changes in color, texture and a clear contrast between materials will be extremely important to demarcate sidewalk zones from bike lanes and car lanes.

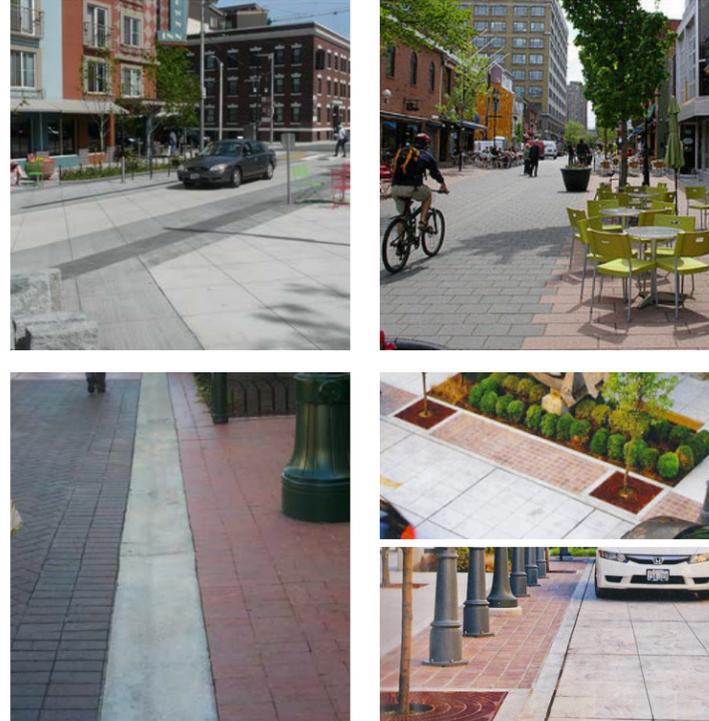
Where mid-block crossings and raised intersections are recommended, a change in pavement color and texture should be used to signalize pedestrian priority in these areas to cars.

In areas where seating is proposed, hardscape should be light and attractive and include interesting patterns, colors or integrated public art elements to indicate places for gathering. Paving patterns should be designed to break up the linearity of the street, particularly around seating and landscaping.

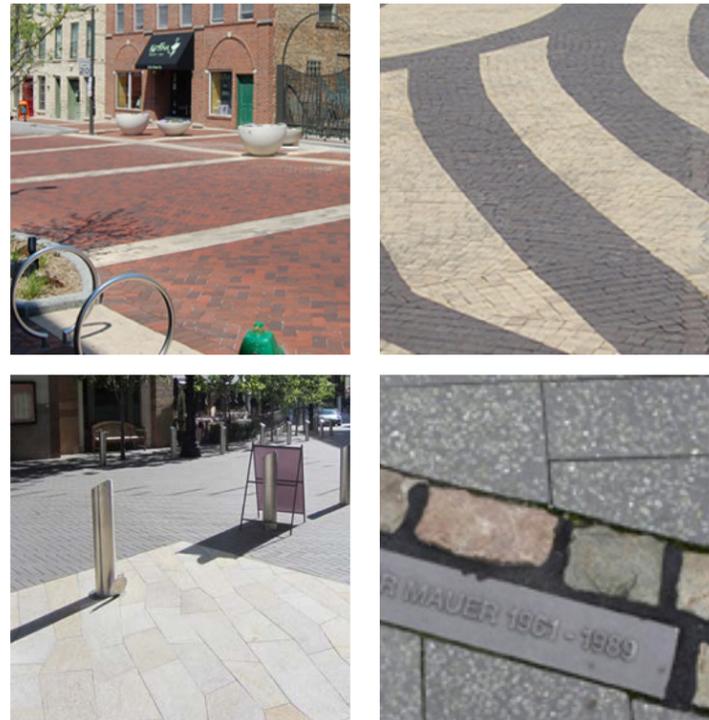
Bike lanes should be clearly indicated through color differentiation.

Loading/unloading and short term parking should be indicated through signage, stamped concrete and color changes rather than paint.

Examples of material differentiation for travel modes



Examples of patterns, color and public art in paving



Landscape Materials:

Healthy, consistently placed street trees are a crucial part of this concept plan. “Large” and “medium large” tree species from the SDOT Street Tree list are most appropriate for the core area. Each tree should have enough rooting area for long-term viability, and a generous understory of perennials and/or low shrubs. All SDOT ROWIM tree planting requirements apply.

Perennials and shrubs should be selected to provide year-round color and structure. Ornamental grasses, evergreen perennials, and low shrubs should anchor plantings – accents of deciduous perennials may also be appropriate in some locations.

Other planting recommendations include:

- Silva cells or similar technology is recommended on Brooklyn Ave NE over the light-rail station. Soil depth will be decreased by the belowground structure, so lateral volume under the sidewalk is especially important.
- Even with drought-tolerant species, permanent irrigation systems are encouraged to increase vigor and longevity.
- Where allowed by SDOT, applicants are encouraged to provide structural protection (low curbs or ornamental fences) around plantings at the street level.
- Tree pits should be at least 10’ in length.
- Root barriers are recommended on both sides of tree pits.
- Drought-resistant trees and plantings are recommended on Brooklyn Ave NE core where wind speeds can be higher than average at the base of UW Tower. Recommended species include

Landscaping precedents



Example of a bike adjacent to sidewalk & separated from car lanes



Street furniture

the Italian Oak (Quercus frainetto) or drought tolerant maple, such as 'Green Column' black maple (Acer nigrum).

- Adjacent to the station, a secondary row of trees and planting is recommended between the bike lane and sidewalk zone. Since this secondary planting area is at a distance from the car travel lanes, the width of this planting area may be under the standard ROWIM requirement. The minimum allowed width of this secondary planting area is 3'6". Silva cells are recommended around this secondary planting area.

All SDOT ROWIM tree planting requirements apply.

Street Furniture

Street Lights

Street lights should be located at 120' intervals. They may be placed on opposite sides of the street to adequately light the road while avoiding over-lighting. Given the very high pedestrian volumes in the U District, pedestrian scale lights are required on all designated Green Streets in the U District up to NE 50th Street. Pedestrian scale lighting should be designed at 40'-60' intervals. A 15' clear distance is required in the uphill direction so that the pole may be pivoted to ground level for maintenance. Fixtures similar in design and color to those on University Ave and as per approved Seattle City Light standard are recommended for consistency across the U District.



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Benches and Seating

Brooklyn Ave NE is designed as a festival street and activities such as gathering waiting and people watching should be encouraged through seating and landscaping. Some amount of fixed seating is recommended along the landscaping on Brooklyn Avenue. Movable seating such as chairs and tables should be also be accommodated especially for during festival street closures, farmers markets or other community events. NE 43rd Street will become a major pedestrian thoroughfare between

the Link Station and the UW. Multiple small cafes and restaurants along this street afford excellent opportunities for sitting, socializing and people watching. In addition to the 3' frontage zone for outdoor cafes, benches and seating can be provided along the landscaping on 43rd at some locations to create small "outdoor rooms" for gathering.

Bike Racks and Bike Share

Additional on-street bike parking is desirable in this core area. The exact number and location of bicycle parking is flexible. However, a bike share station will need to be accommodated on NE 43rd Street between The Ave and the alley on its west side.

Traffic Signs

Yield signs prioritizing pedestrians should be installed at the mid-block crossing across Brooklyn Avenue at the car lanes as well as the bike lane.



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side streets

NE 43rd Side Street

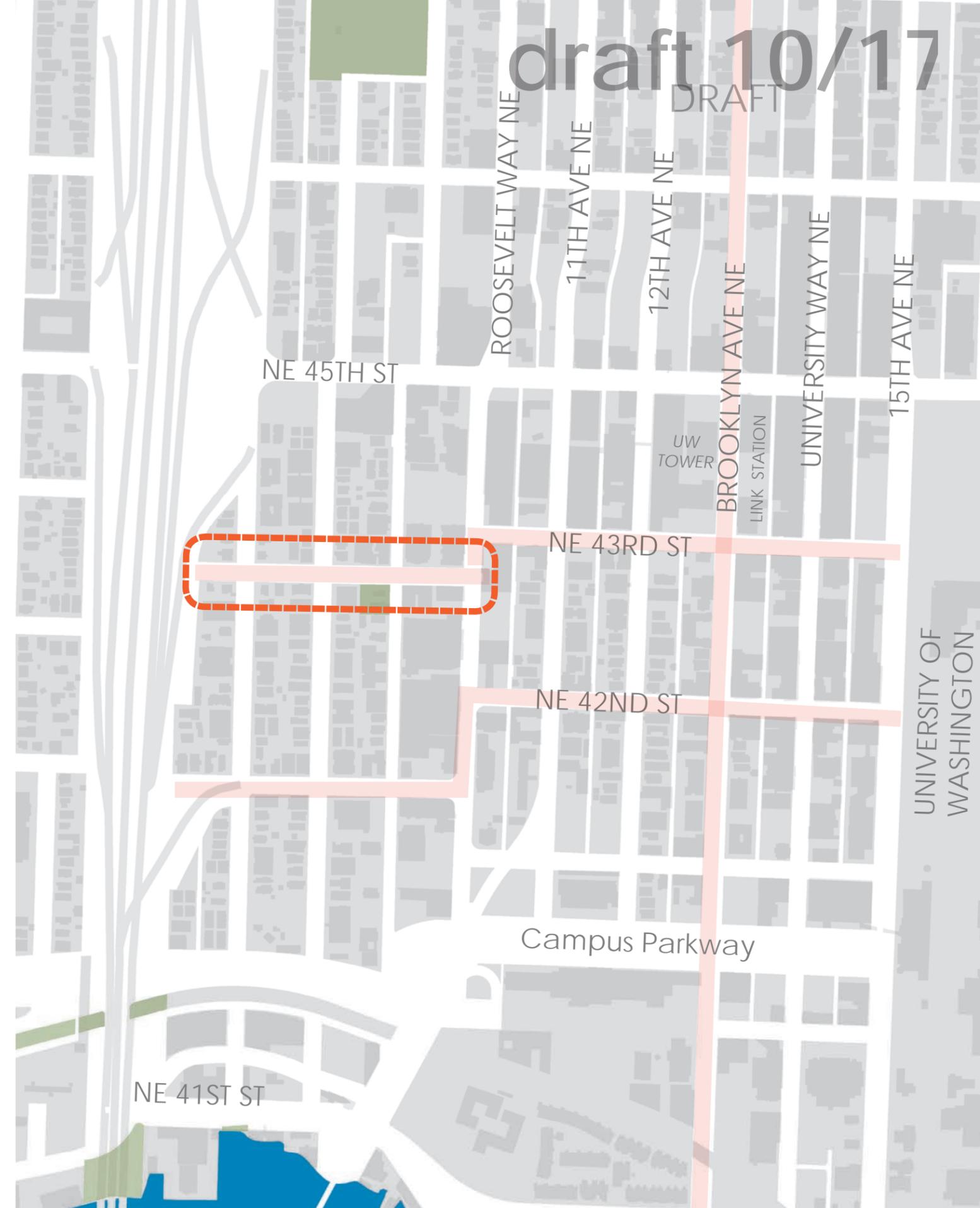
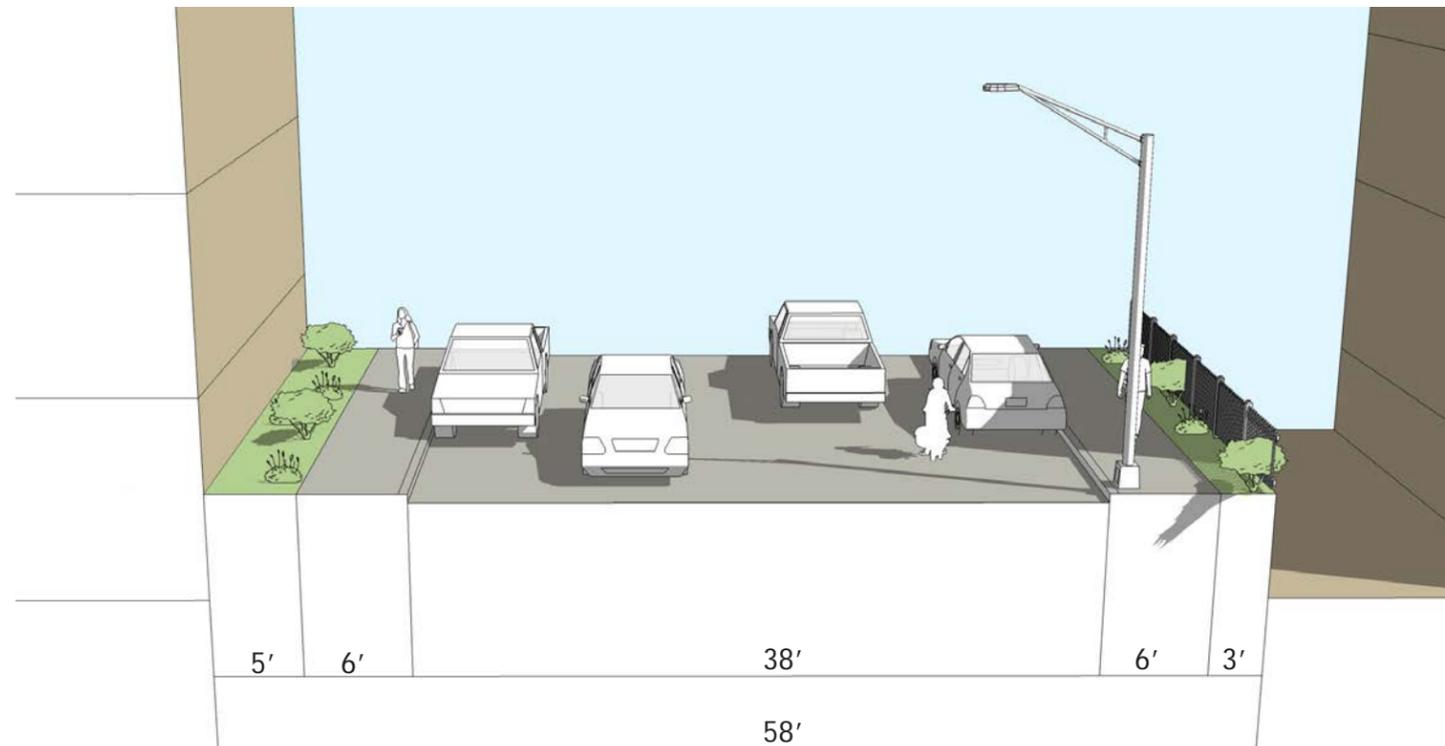
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NE 43rd Street on the west side of Roosevelt Way NE is a quiet, predominantly residential street. Adjacent properties include apartment buildings, single family houses and a few office uses. Traffic volumes are low and travel lanes are suitably sized for slower traffic. The street ends in a cul de sac at 7th Ave NE, and through traffic is limited. This stretch of NE 43rd is served by Christie Park, a Department of Parks and Recreation property. This 0.1 acre park has a basketball half court, public art, drinking fountains, benches and a landscaped mound. Recently DPR purchased the neighboring property, and allocated funds to double the park's size.

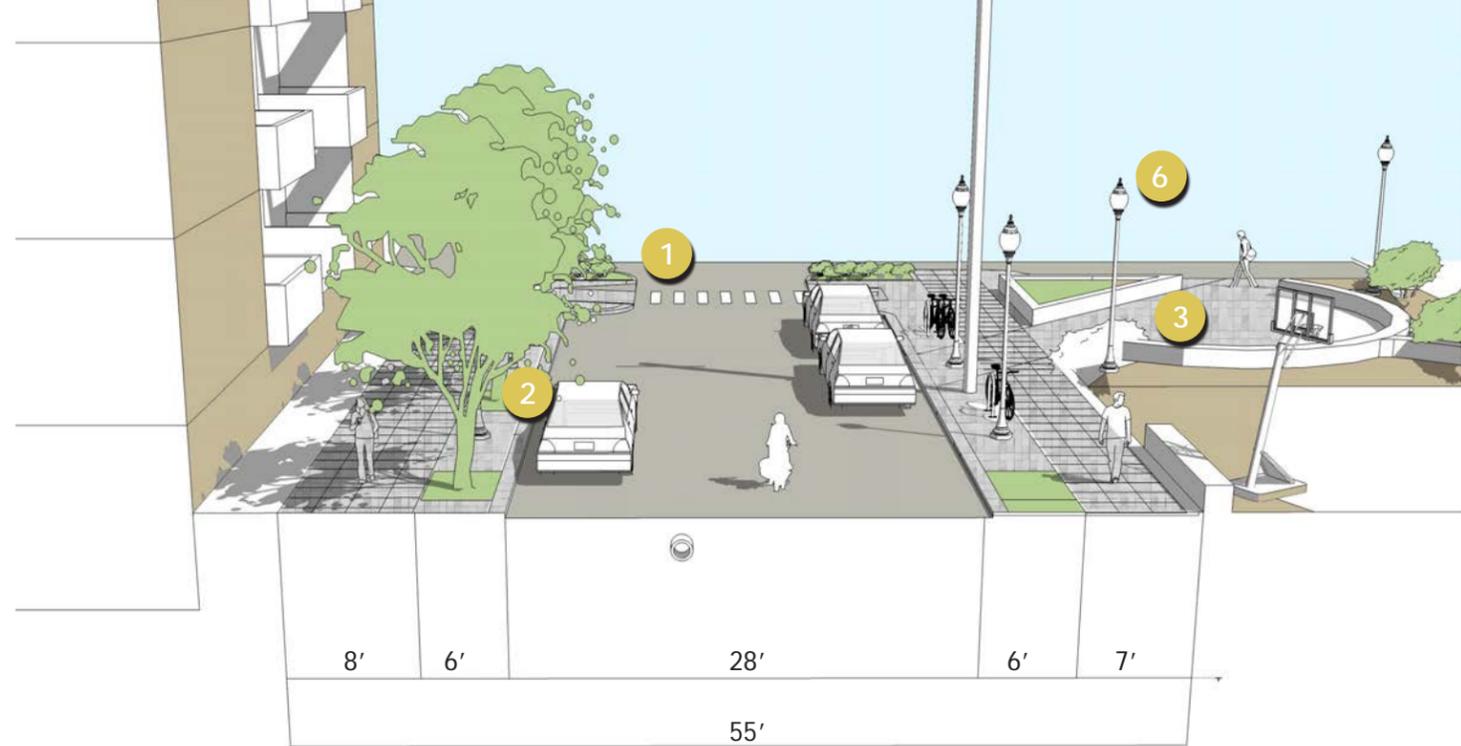
Design recommendations for this stretch of NE 43rd Street focus on improving how pedestrians interact with Christie park, intersection landscaping and curb bulbs, pedestrian lighting and reintroducing planting areas between the sidewalk and street. No changes in the curb location are proposed.

A street mural is recommended at the intersection of NE 42nd Street and 9th Ave NE outside Christie Park. SDOT's Street Mural Program and the Department of Neighborhood's Small and Simple Grant provides funding and permits for street murals. The process of creating the mural and it's location can create a focal point in this residential community and help improve the safety and usability of Christie Park.

Current conditions

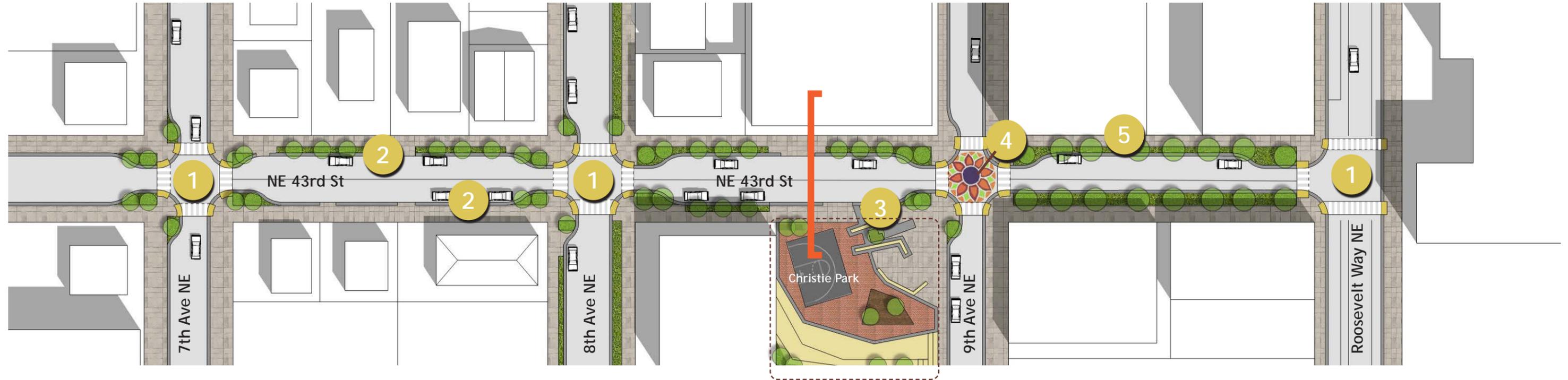


Section showing design intention



- 1 Improve intersections, create bulb-outs and add street trees and landscaping.
- 2 Maintain curb positions on both sides.
- 3 Integrate park layout and lighting with streetscape improvements where possible to create a neighborhood heart.
- 4 Introduce community-led street painting to enhance place making.
- 5 Maintain on-street parking.
- 6 Introduce pedestrian lighting near park.

Plan



Layout integrated with streetscape and as per Department of Parks and Recreation design.



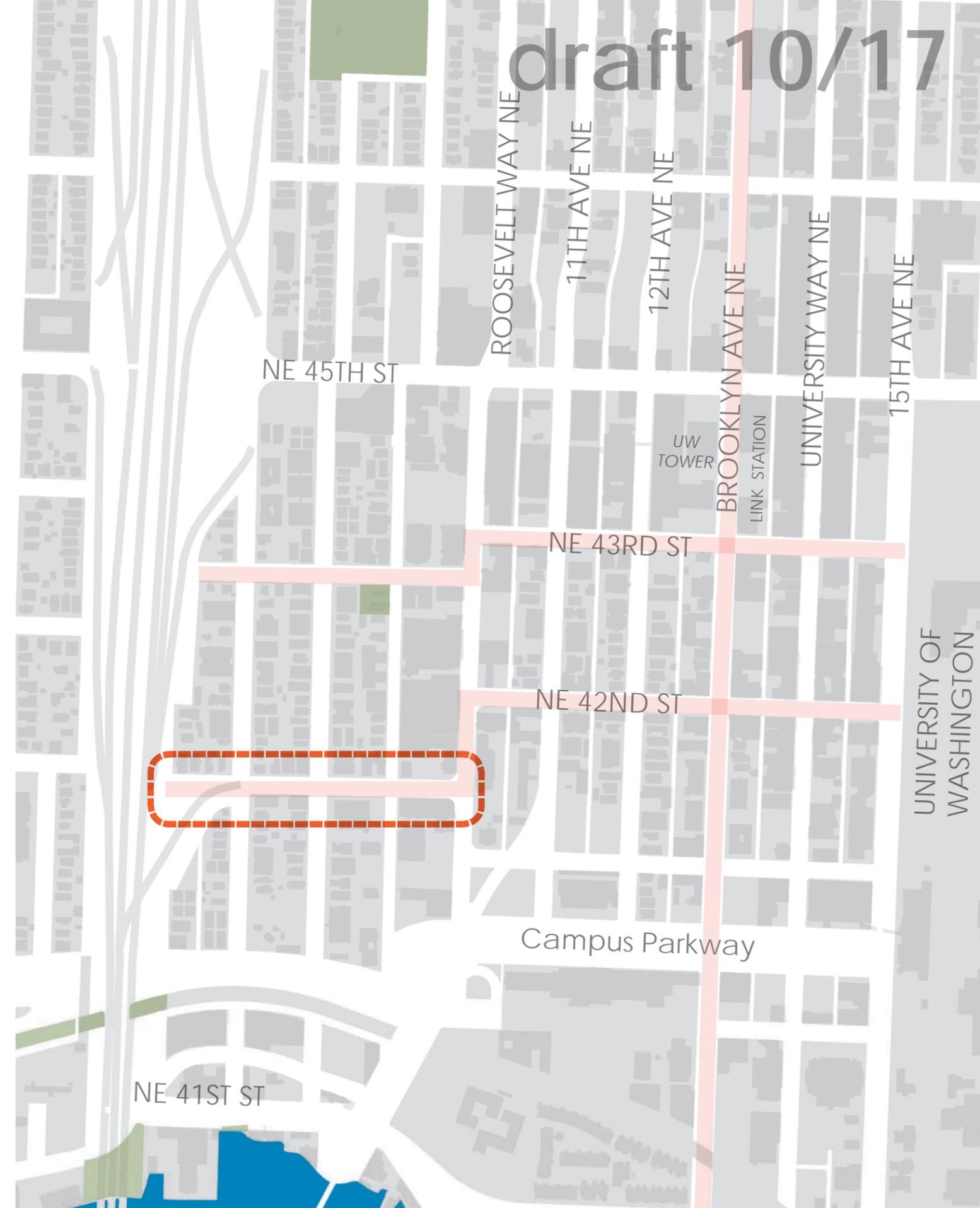
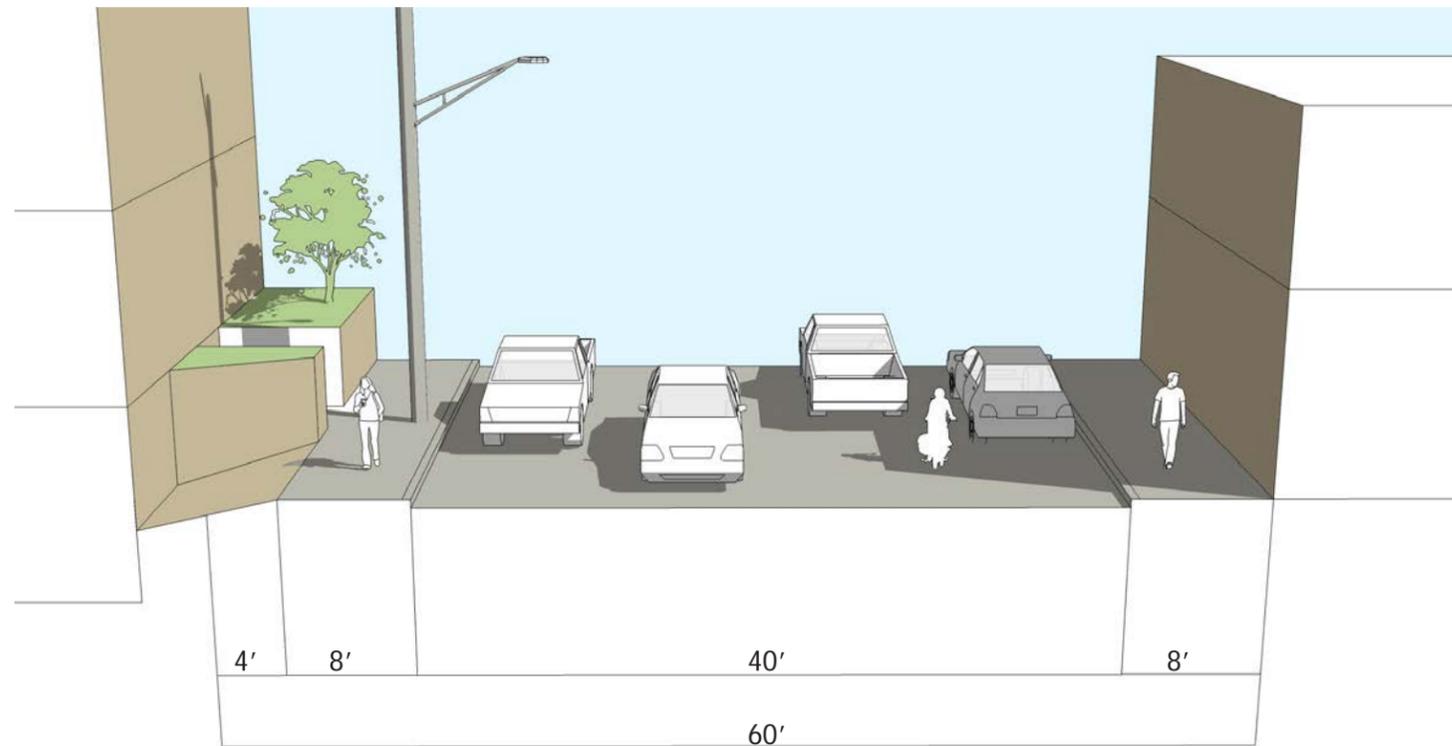
Street murals in Seattle and Portland

42nd Side Street

NE 42nd street between the I5 and Roosevelt Ave NE is a transit street with a mix of single and multifamily residential buildings and office uses. Vehicles speeds are generally higher as they exit the I5 off-ramp on this street. Sidewalks are undersized with almost no street trees or landscaping. There is parking along both sides of the street. Travel lanes are 12' wide in each direction of traffic. Since moving the curb is most likely not feasible on this section of NE 42nd Street, improvements focus on creating curb bulb outs at intersections to reduce crossing distances and creating space for landscaping at bus stops.

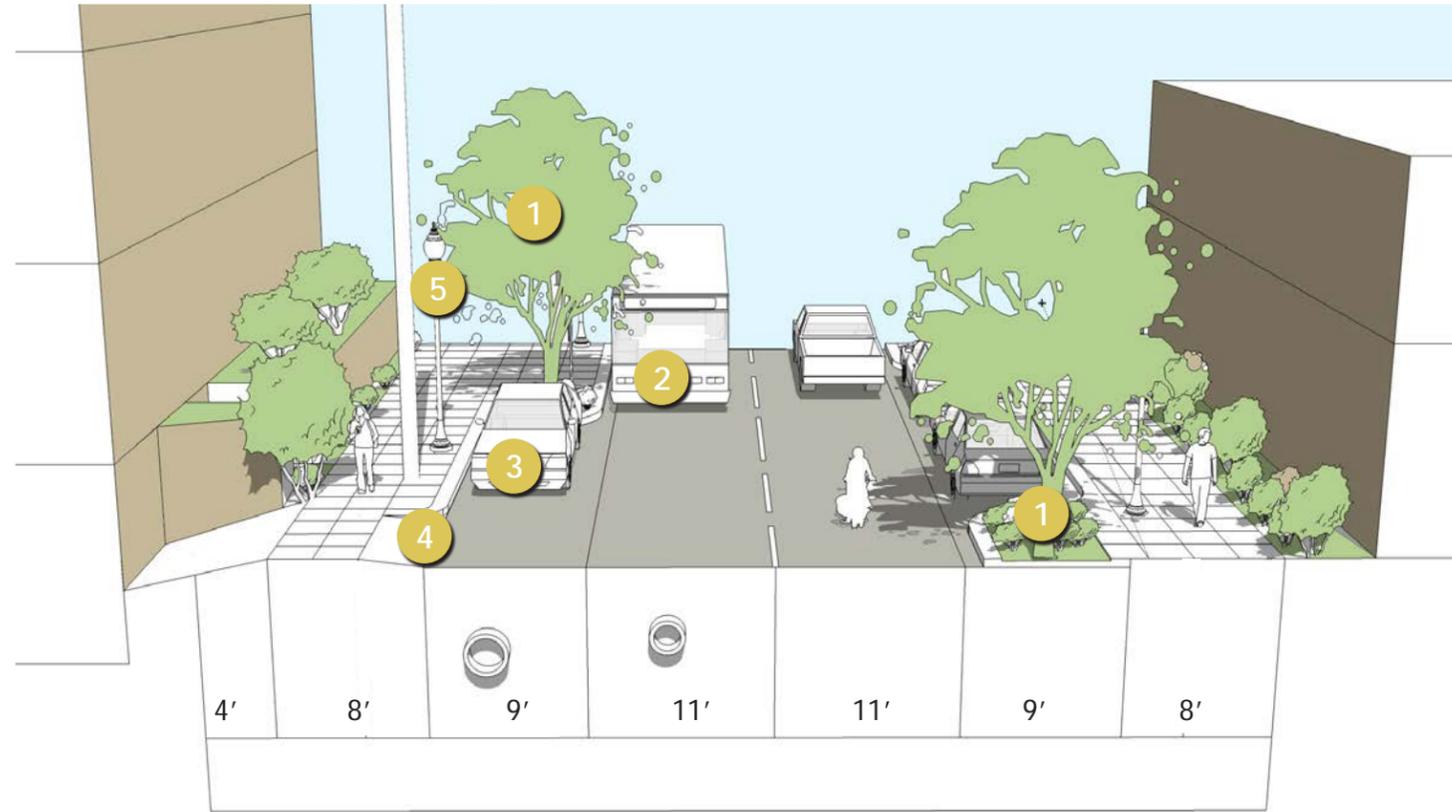
Other improvements include pedestrian scale lighting and striping of travel and parking lanes on this section of NE 42nd Street.

Current conditions



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Section showing design intention

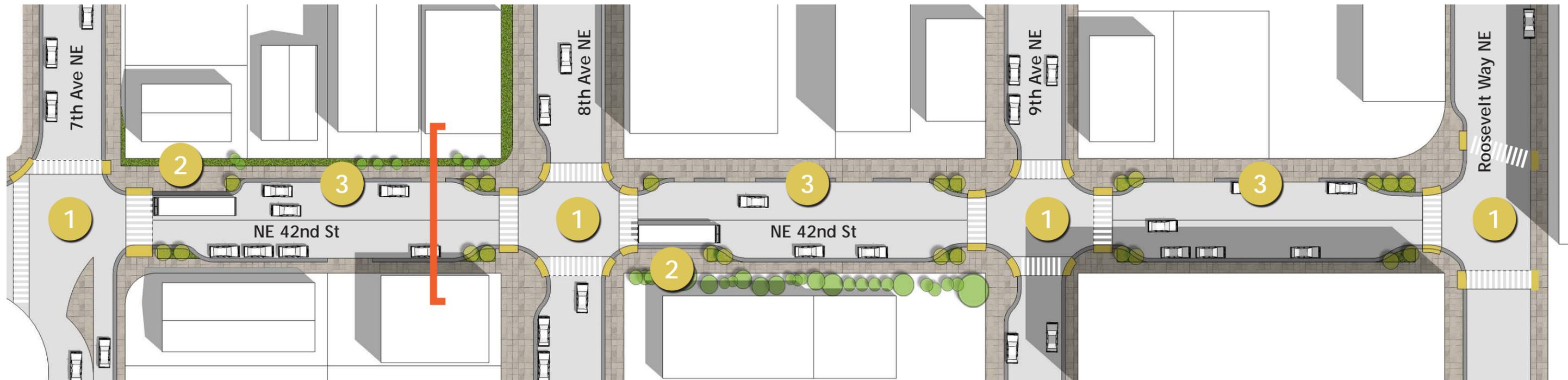


Landscaping in curb bulbs



- 1 Improve intersections, create bulb-outs and enhance landscaping.
- 2 Introduce bulb-outs at bus stops.
- 3 Maintain on-street parking on both sides.
- 4 Maintain curb positions on both sides.
- 5 Introduce pedestrian scale lighting.

Plan

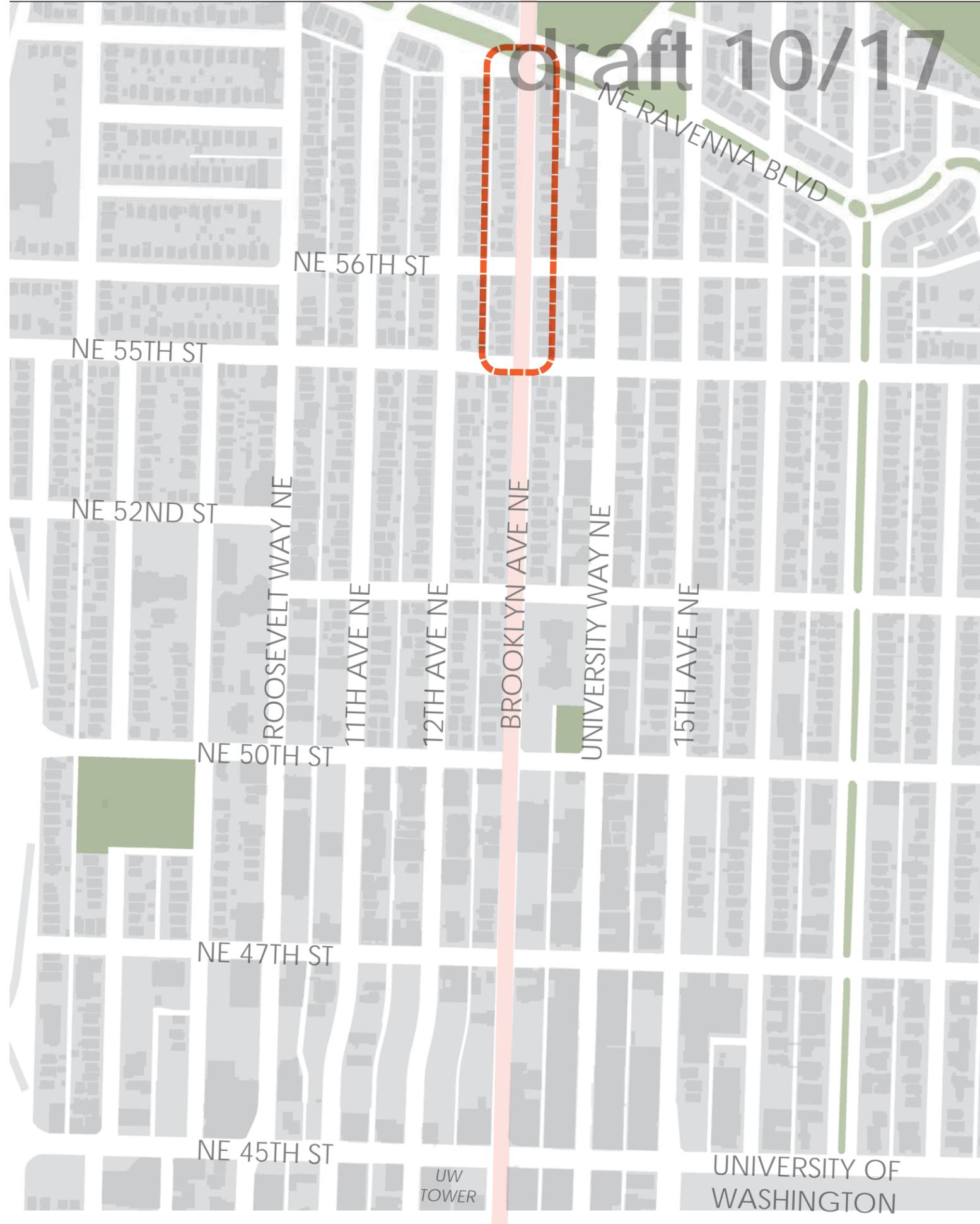
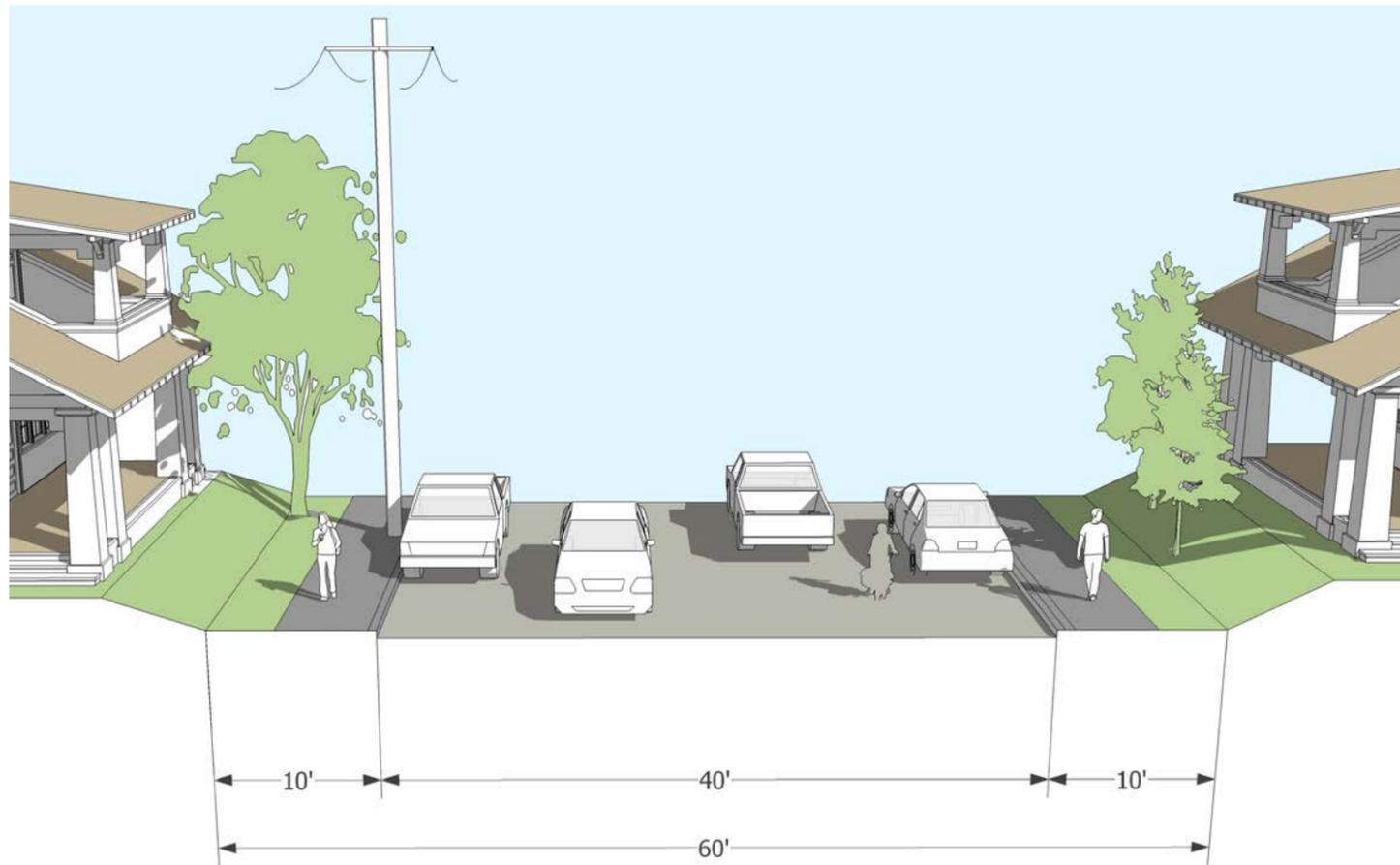


North Brooklyn Ave NE

Brooklyn Avenue NE becomes a solidly residential street north of NE 50th Street. Buildings are mostly single family houses with some multifamily buildings. Traffic volumes are much lower north of 50th Street. Sidewalks are generally 4'-5' wide with an unusual 5' wide grassy landscaped strip between sidewalk and private property and on-street parking along both sides of the street. There are almost no street trees on these blocks.

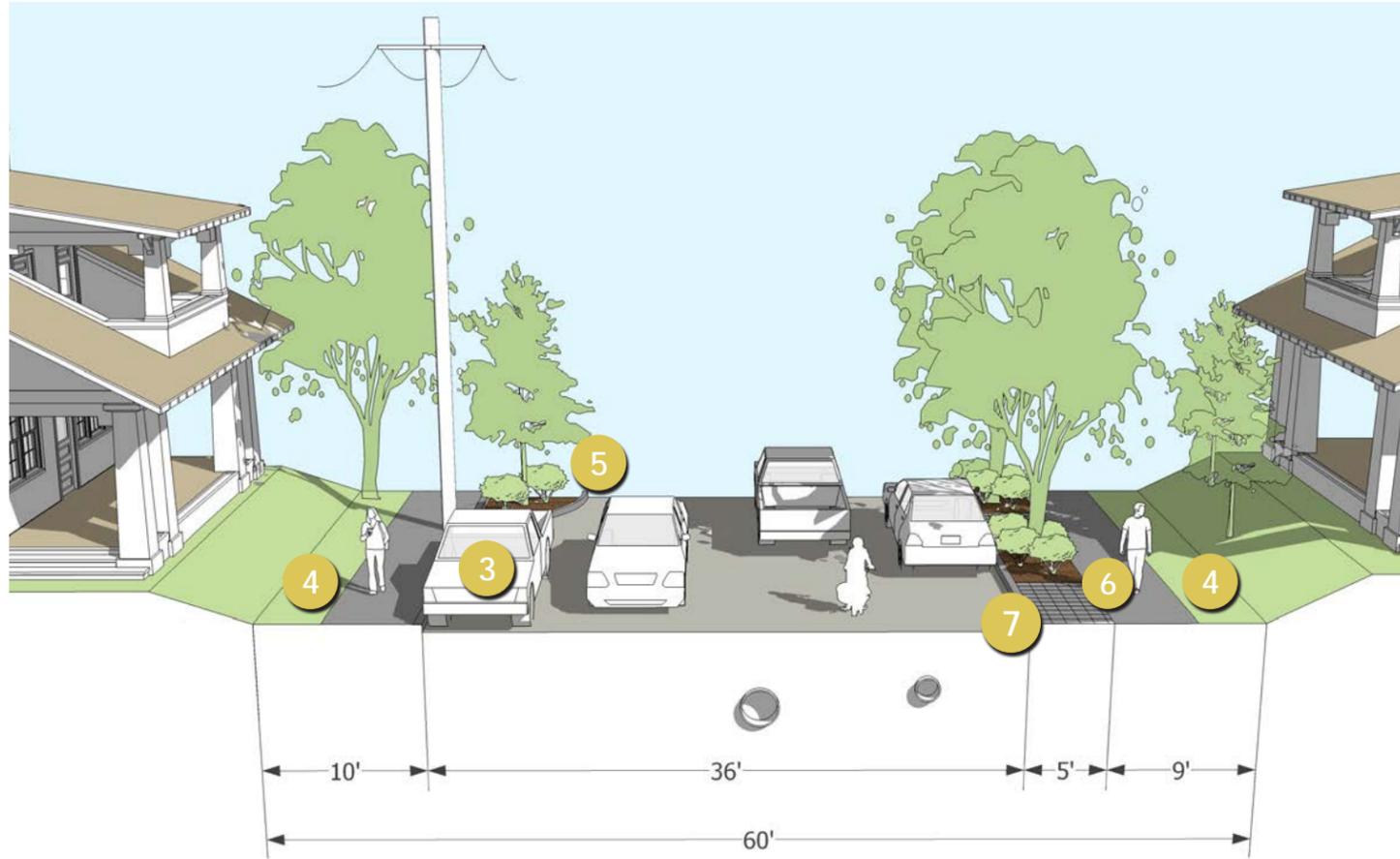
Properties along this section of Brooklyn Avenue NE are unlikely to experience major redevelopment. Design recommendations are therefore relatively modest, with the potential of implementation through neighborhood matching grants or other sources. Design recommendations include curb bulbs for street trees along the west side of the street and moving the east curb out by 5' to allow a planting strip. Property owners are encouraged to work with SDOT's community tree program to plant the strip of right-of-way next to the sidewalk. As part of a combined sewer system with overflow problems, the area north of NE 52nd Street is a priority area for rain gardens to control stormwater runoff.

Current conditions



draft 10/17

Section showing design intention



- 1 Improve intersections and enhance landscaping at NE Ravenna Blvd and NE 56th Street.
- 2 Create bulb-outs at intersections to reduce pedestrian crossing distance and calm traffic. Bulb-outs can possibly be designed to function as rain gardens.
- 3 Maintain on-street parking on both sides.
- 4 Use SDOT tree-planting program for parcel side landscaping along sidewalks.
- 5 Introduce mid-block bulb-outs on the west side for landscaping.
- 6 Introduce 5' wide planting strip along east side.
- 7 East curb moves out by 5'.

Plan



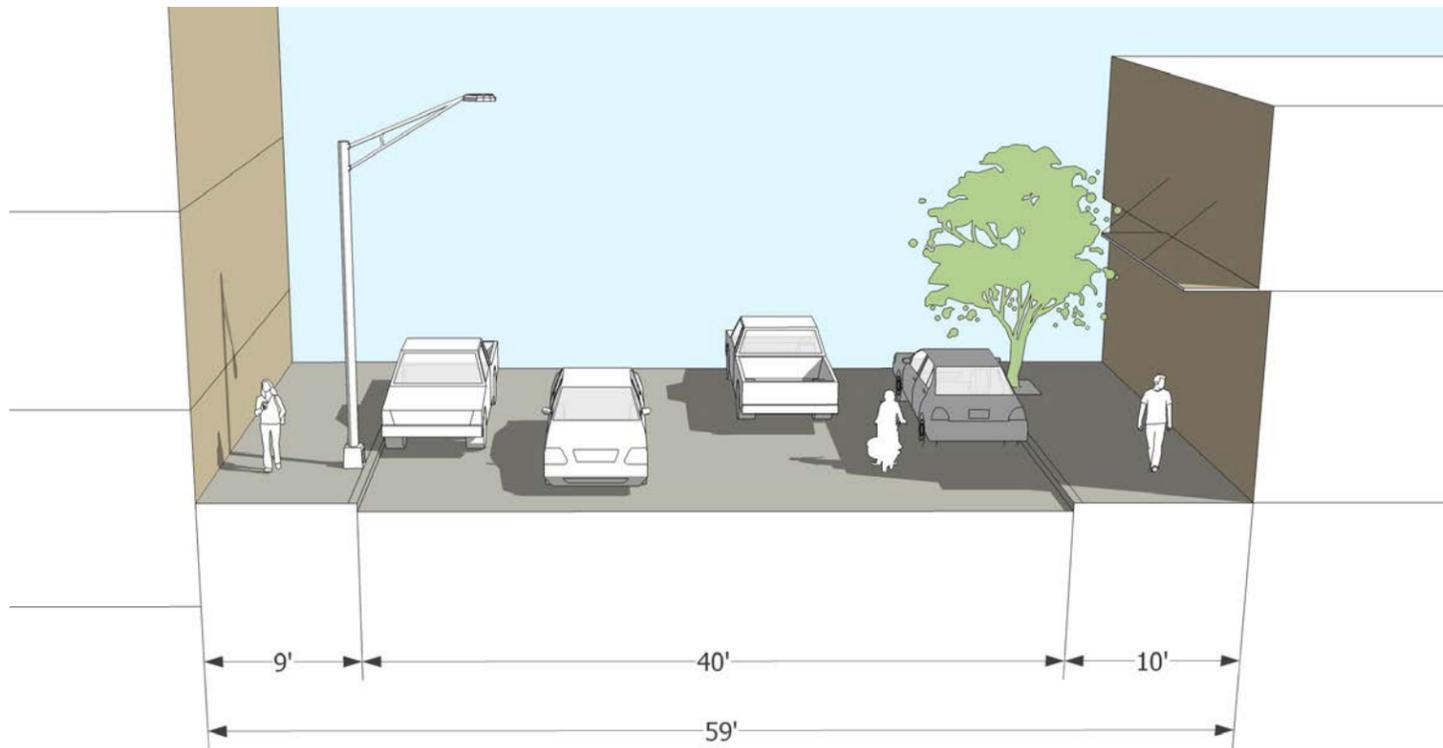
Green Stormwater Infrastructure



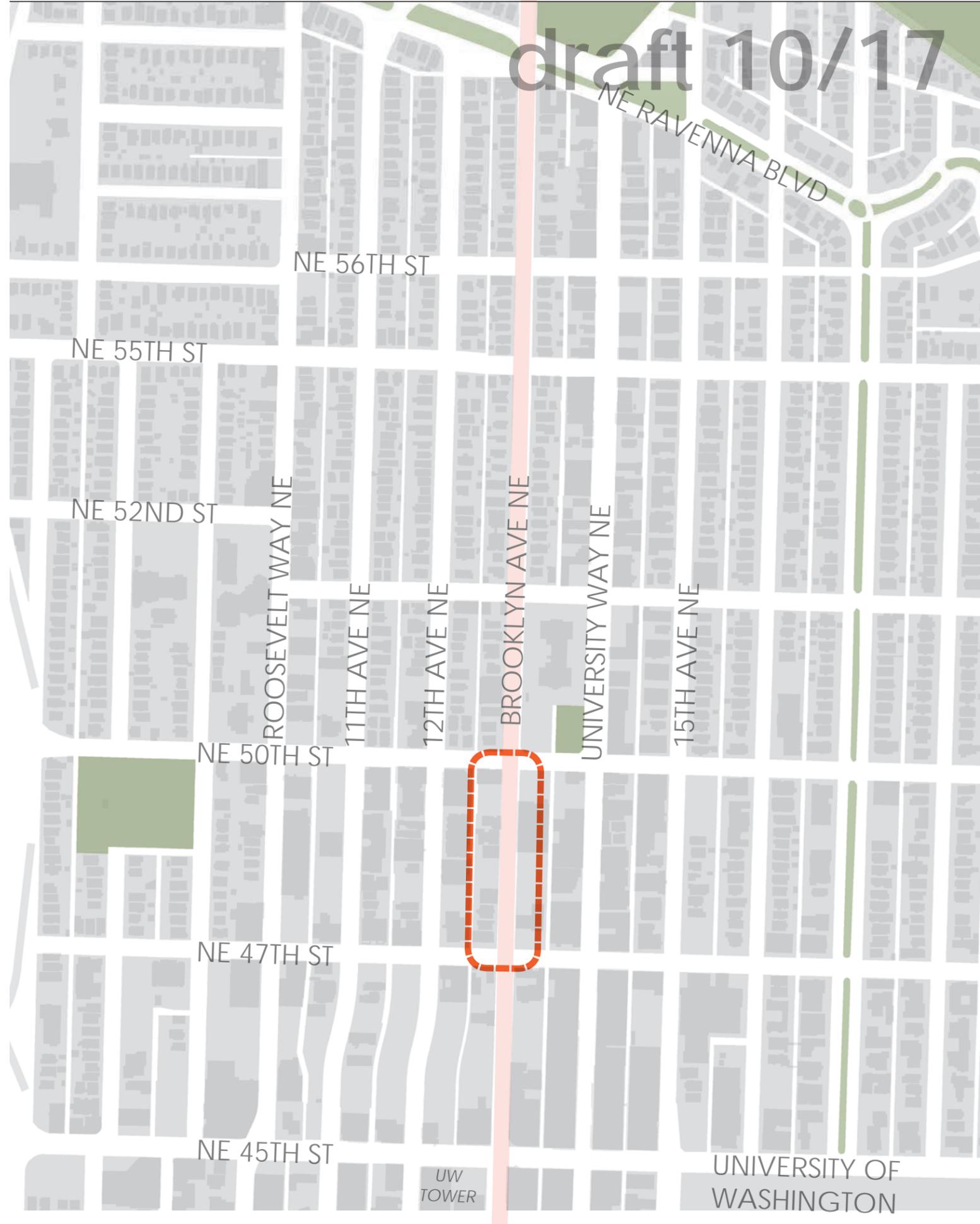
Brooklyn Ave at NE 50th Street

Between NE 47th and NE 50th Streets, Brooklyn Avenue is a primarily commercial street with larger format retail, a gas station and parking along its east side. New mixed use development and restaurants in older residential scale buildings define the west side of Brooklyn Avenue on this block. Pedestrian amenities are of poor quality. There are very few street trees and low level planting on this block. Recommended measures include introducing a 5' wide planting strip on both sides of the street, maintaining on street parking, and introducing landscaped curb bulbs at intersections to encourage lower speeds and reduce pedestrian crossing distances.

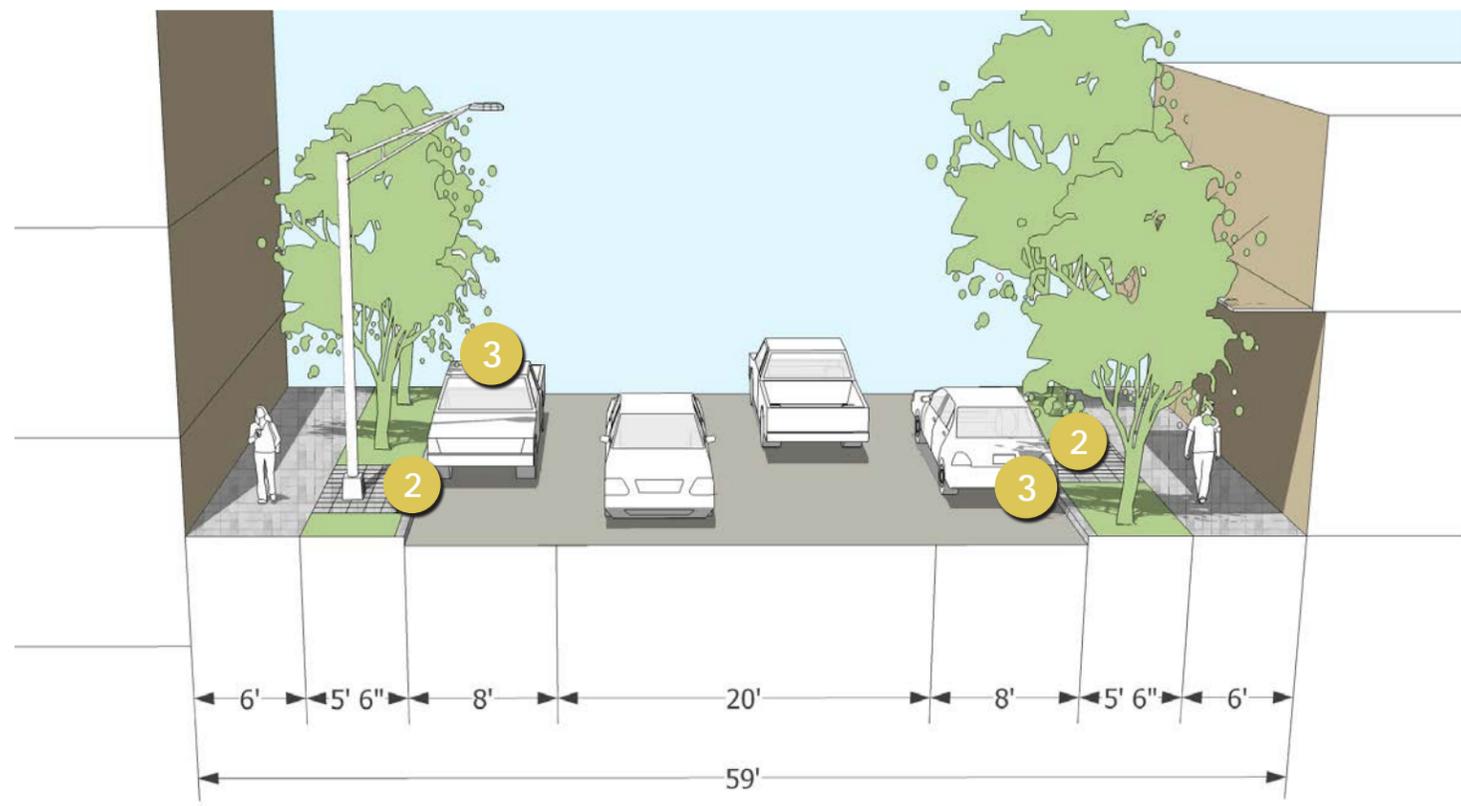
Current conditions



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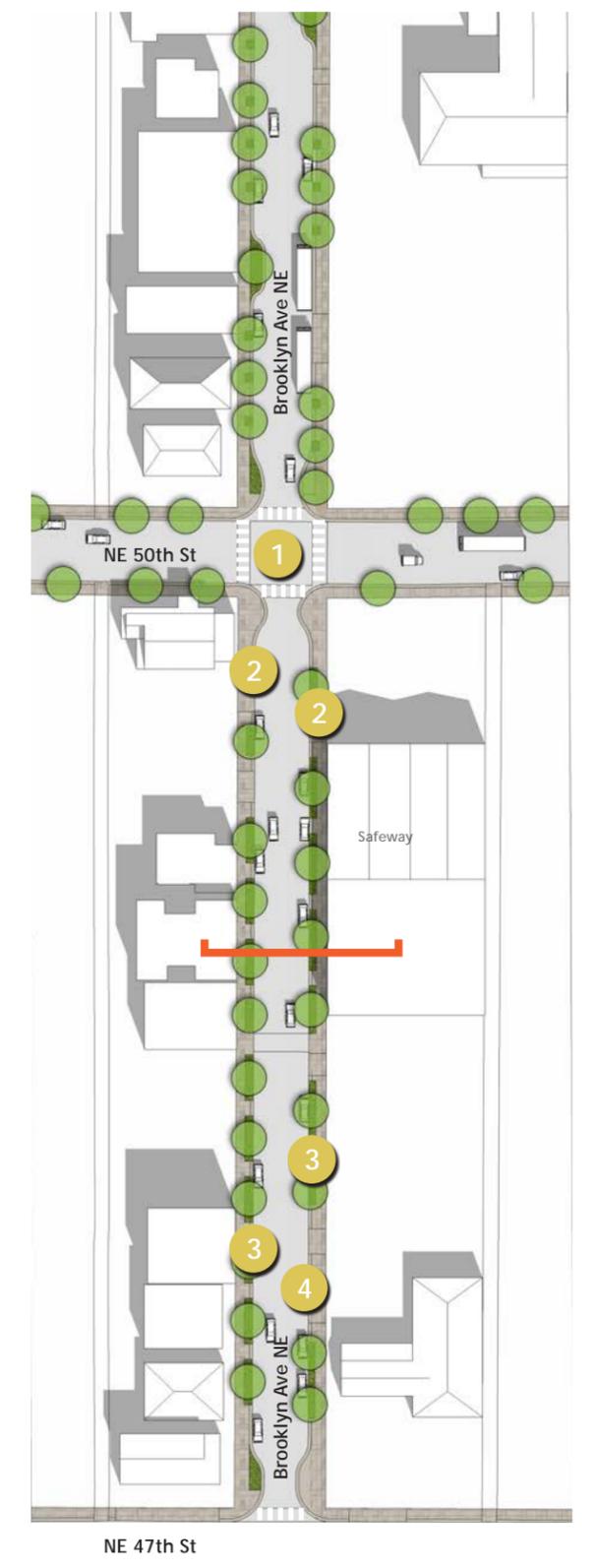


Section showing design intention

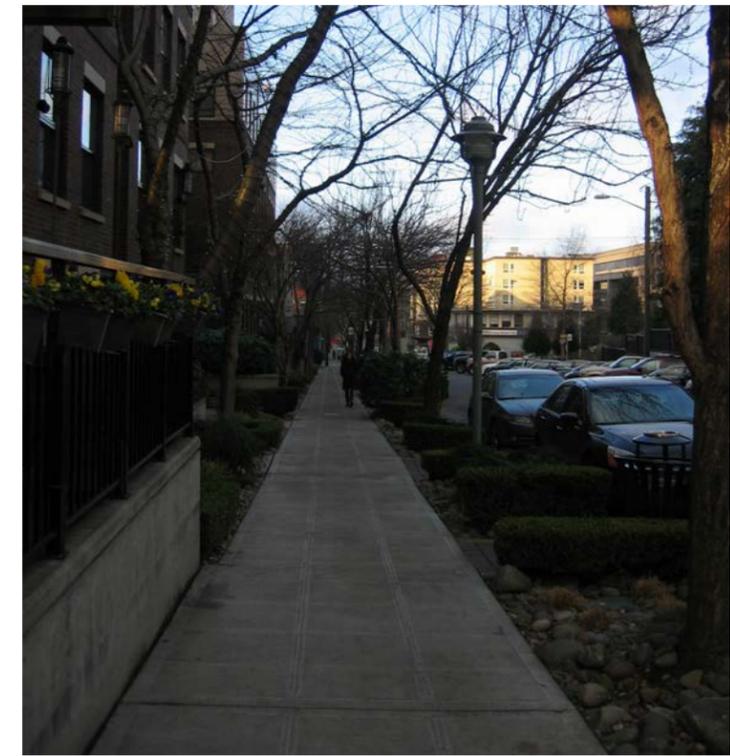
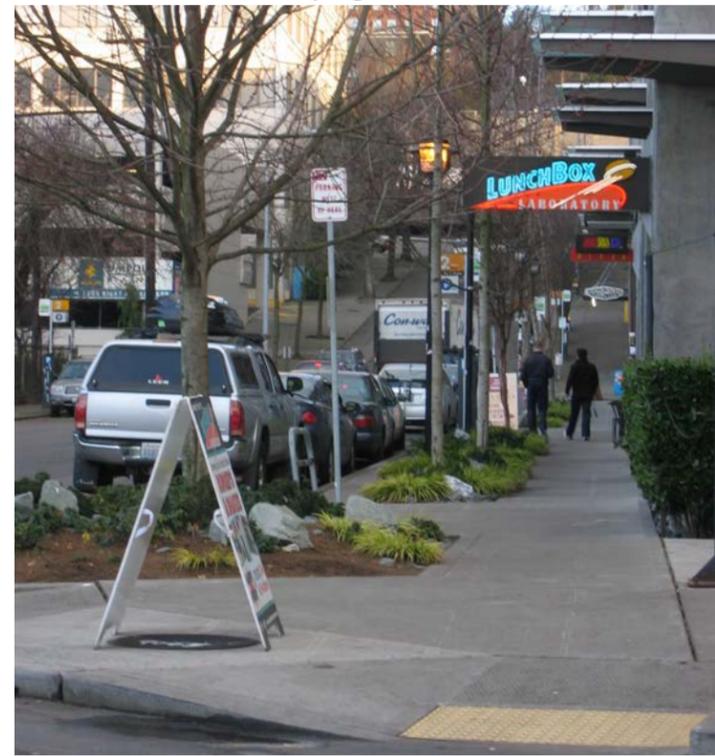


- 1 Create bulb-outs and enhance landscaping at intersections to reduce pedestrian crossing distance and calm traffic.
- 2 Introduce a 5' (min) planting strip on both sides.
- 3 On-street parking maintained along both sides.

Plan



Street trees and landscaping in commercial areas



Landscaped curb bulbs



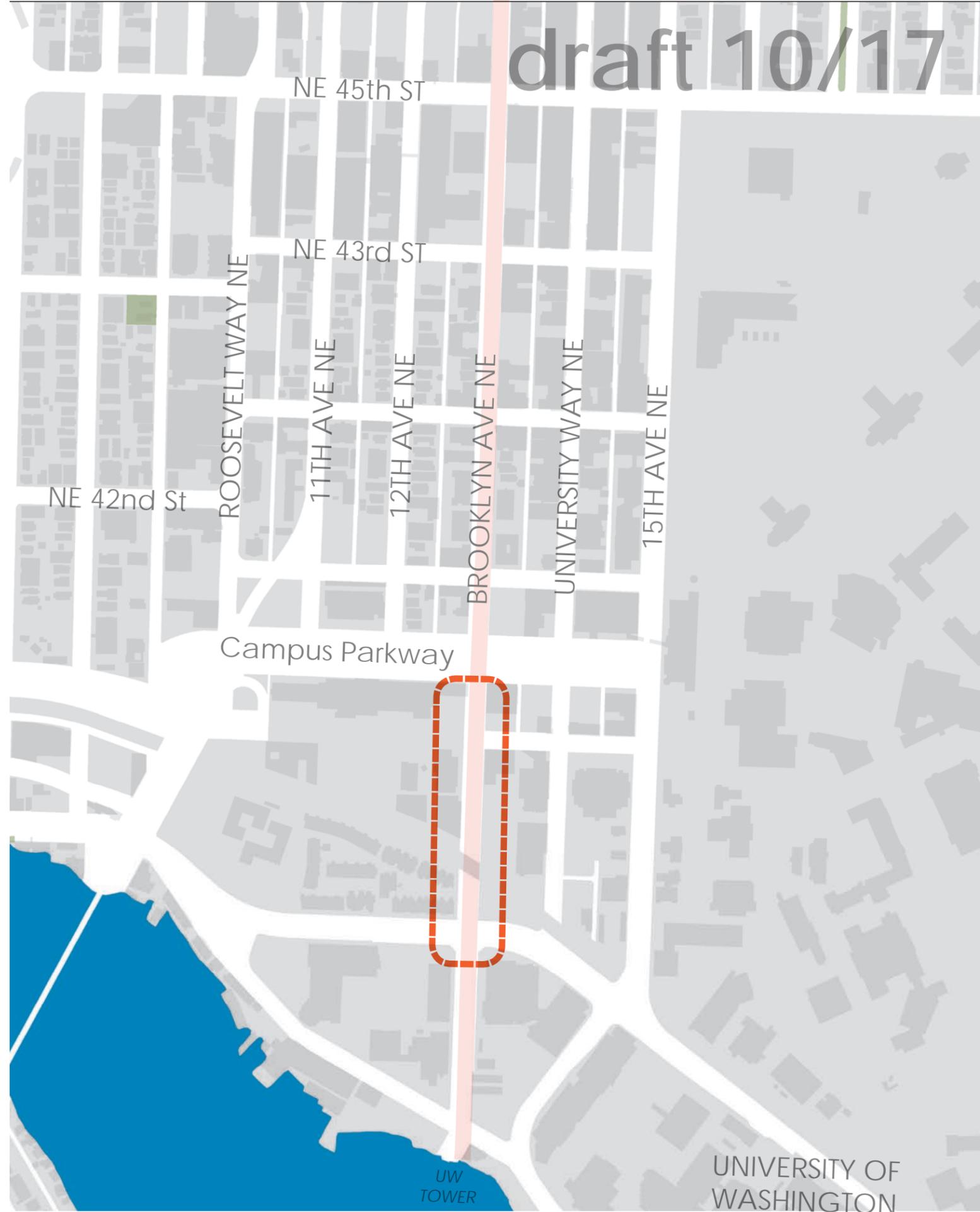
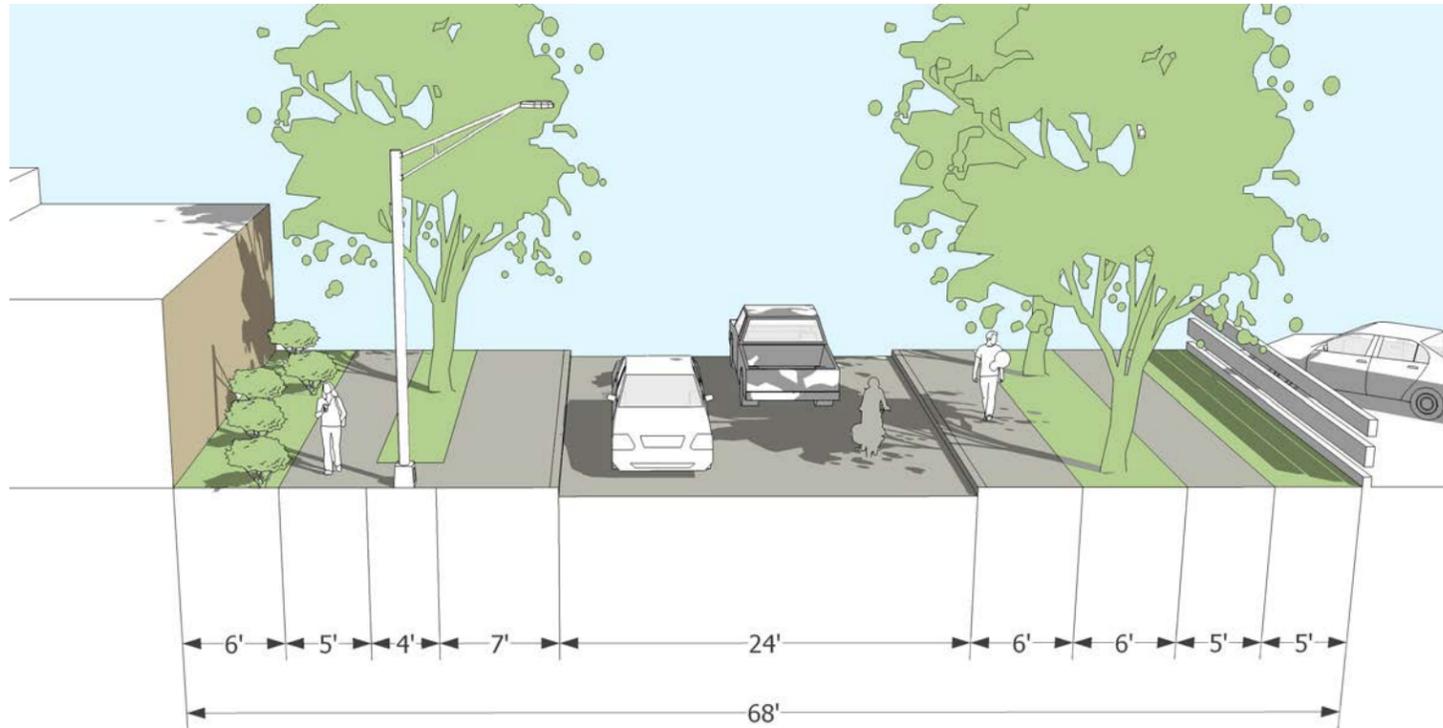
South Brooklyn Ave

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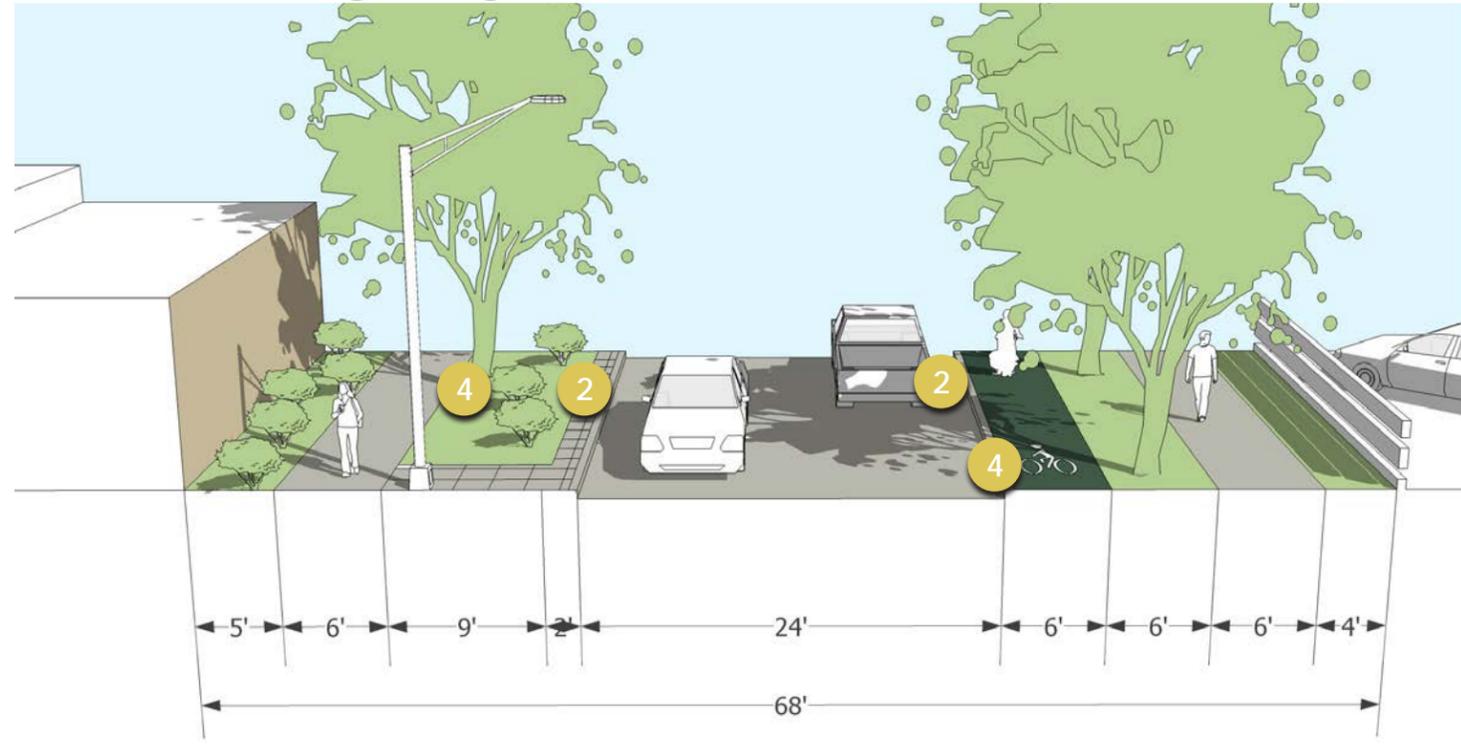
The character of Brooklyn Avenue changes significantly south of NE 40th Street. Three elements play a large part of the visual and functional character of the street here. The first is the well-established row of large oak trees on both sides of the street. The second is the unique double sidewalk arrangement as illustrated below. The third is the intersection of Brooklyn Avenue with the Burke Gilman trail.

Design recommendations on this section include the conversion of the outer sidewalk along the east side into an uphill climbing bike lane, the preservation of existing trees and the conversion of the outer sidewalk along the west side into a large landscaped area. The intersection with the Burke Gilman also requires special attention. It is recommended that the angle of this intersection is changed so that the trail meets the street at ninety degrees to improve visibility for trail users as well as traffic on Brooklyn Avenue. A four way stop and raised intersection at this location should be introduced to alert bicyclists and drivers of the trail intersection.

Current conditions

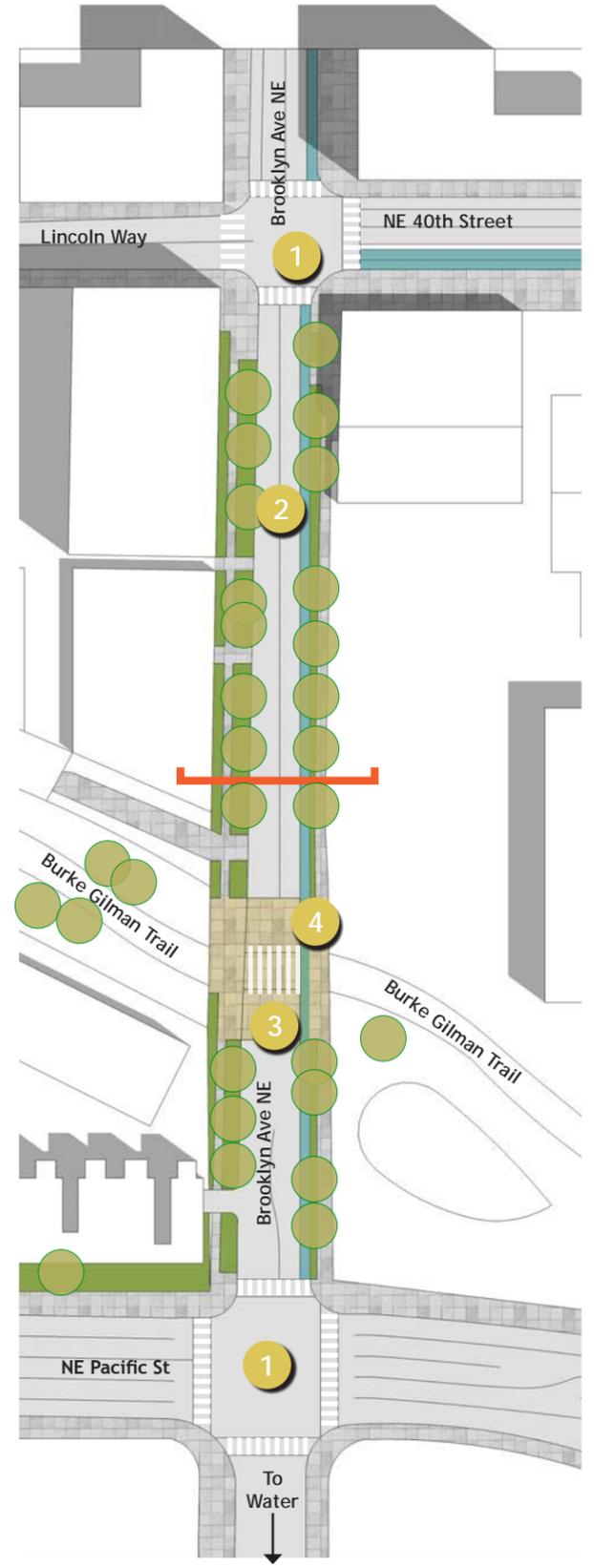


Section showing design intention

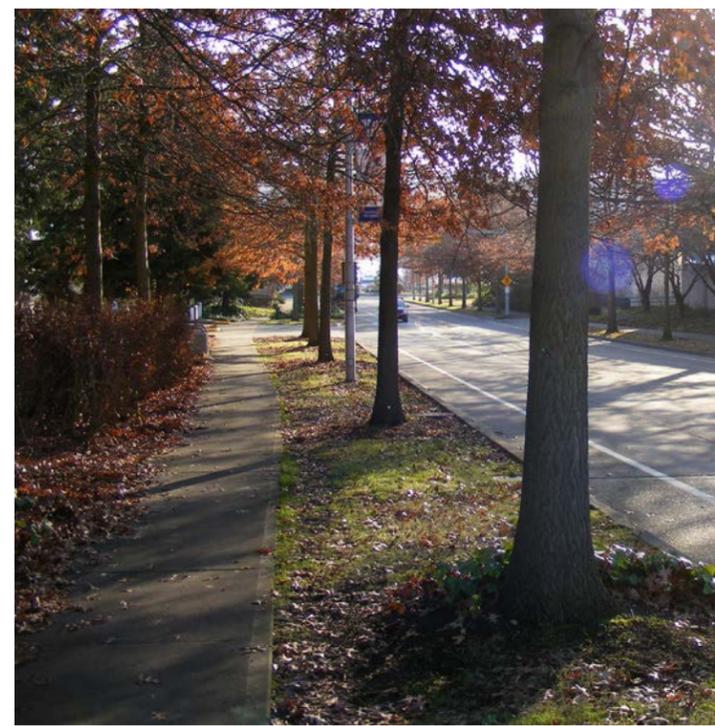


- 1 Improve intersections, create bulb-outs and enhance landscaping at NE 45th and NE Pacific Streets.
- 2 Maintain curb positions on both sides
- 3 Create a raised intersection where the Burke Gilman Trail meets Brooklyn Ave N. Introduce four way stop sign. Potential for public art element at Burke Gilman Trail crossing.
- 4 Adapt existing raised double-sidewalk arrangement on east side to create a raised uphill bike lane. Widen landscaping along west side.

Plan



Existing Oak trees



Sakuma Viewpoint



Newly installed bike lane on NE 40th Street



Materials and Street Furniture

Examples of sidewalk and landscaping elements



Generous lower buffer and stormwater plantings should be placed at corners and throughout the blocks to create a soft greenscape.



Rain Garden



Example of bus stop amenities



Where feasible, sidewalk planting and design should be integrated with neighboring open spaces and parks



Landscape Materials:

Healthy, consistently placed street trees are a crucial part of this concept plan. Tree selection should be for the largest size the planting strip will support, consistent with the SDOT Street Tree List. Each tree should have enough rooting area for long-term viability, and a generous understory of perennials and/or low shrubs. All SDOT ROWIM tree planting requirements apply.

Perennials and shrubs should be selected to provide year-round color and structure. Ornamental grasses, evergreen perennials, and low shrubs should anchor plantings – accents of deciduous perennials may also be appropriate in some locations. Even with drought-tolerant species, permanent irrigation systems are encouraged to increase vigor and longevity.

All SDOT ROWIM tree planting requirements apply.

Street Lights:

Street lights should be located at 120' intervals and may be placed on opposite sides of the street to adequately light the road while avoiding over-lighting. Given the very high pedestrian volumes in the U District, pedestrian scale lights are required on all designated Green Streets in the U District. Pedestrian scale lighting should be designed at 40'-60' intervals. A 15' clear distance is required in the uphill direction so that the pole may be pivoted to ground level for maintenance. Fixtures similar in design and color to those on University Ave and as per approved Seattle City Light standard are recommended for consistency across the U District.

draft 10/17

integration map

