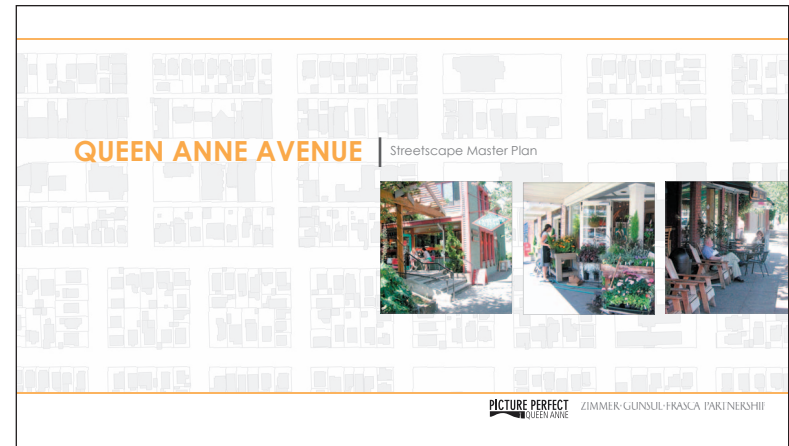
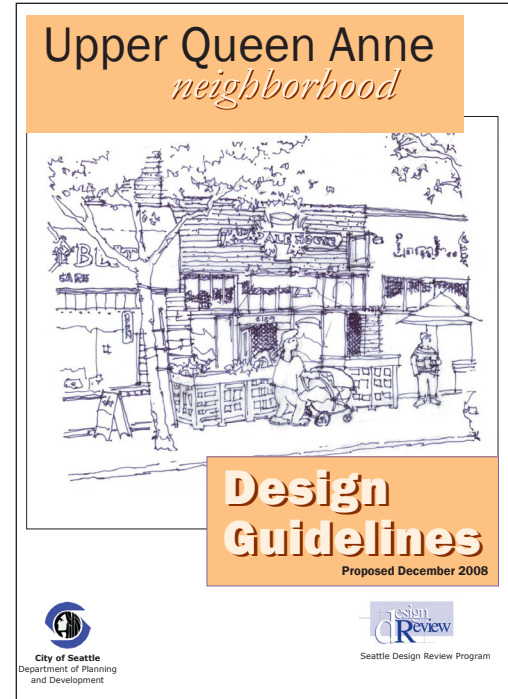


# Queen Anne Avenue N

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

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

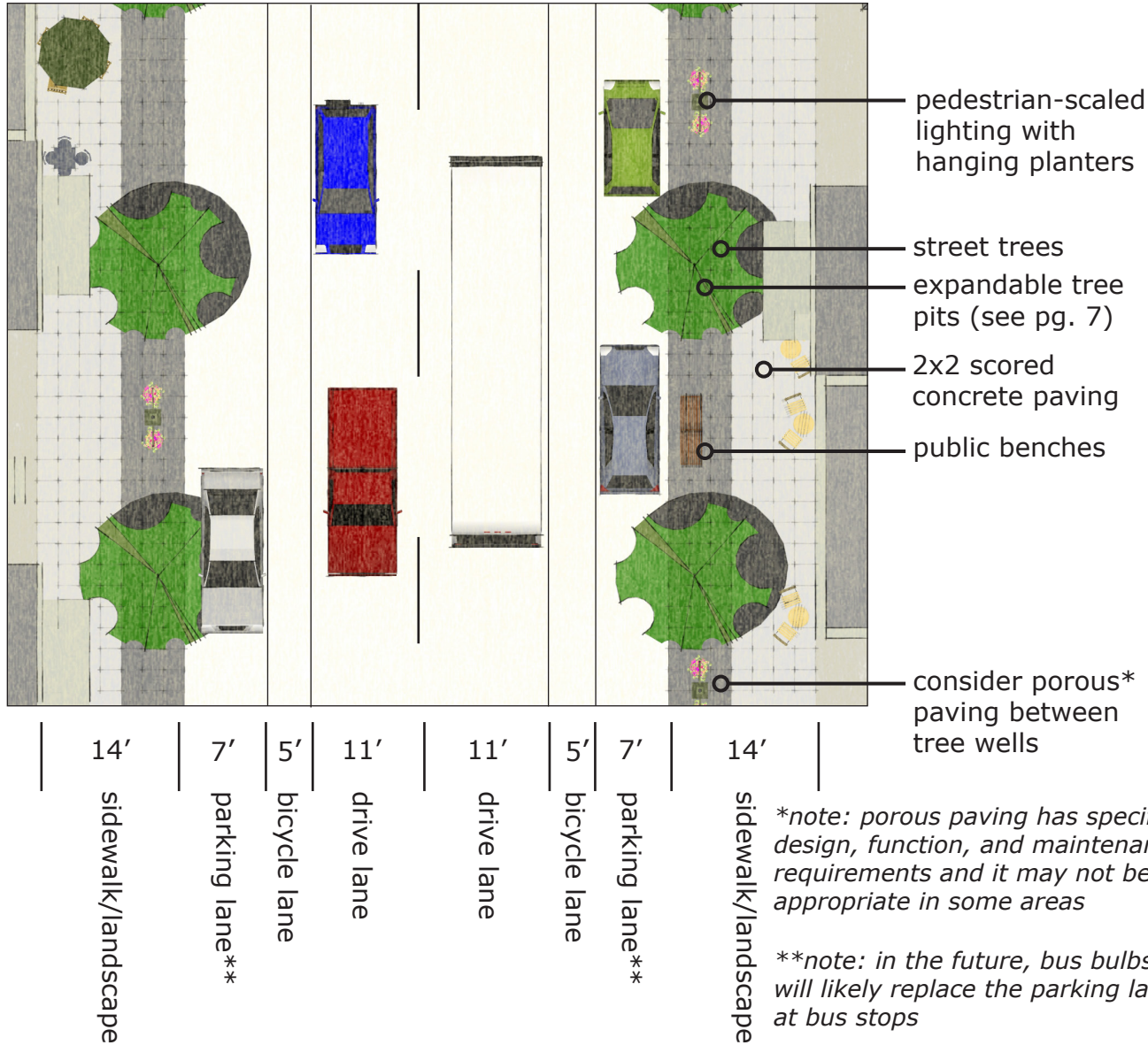
There are several changes to the street from north to south that reinforce the character of the street. North of West Crockett, the cross-section of the street includes parallel parking on both sides and two travel lanes; south of West Crockett, the two travel lanes continue, but the parking alignment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



# DESIGN RECOMMENDATIONS | Streetscape

## Typical streetscape north of W Crockett St

Plan View, not to scale



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

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

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

Typical streetscape north of W Crockett St

Section View, not to scale



14'  
sidewalk/landscape

7'  
parking lane\*

5'  
bicycle lane

11'  
drive lane

11'  
drive lane

5'  
bicycle lane

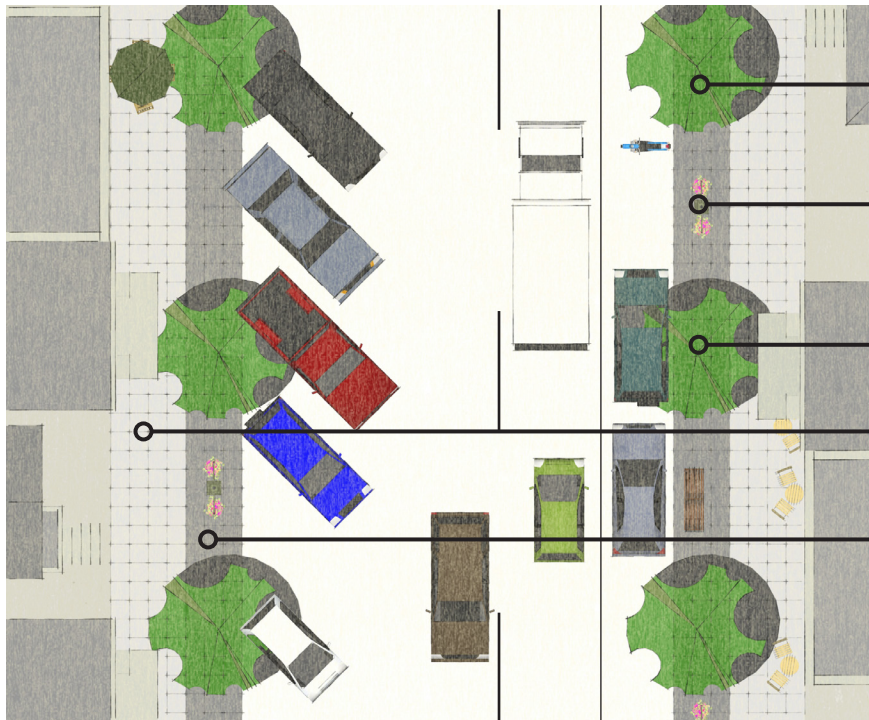
7'  
parking lane\*

14'  
sidewalk/landscape

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

## DESIGN RECOMMENDATIONS | Streetscape

### Typical streetscape south of W Crockett St



expandable tree pits (see pg. 7)

pedestrian-scaled street lighting with hanging planters

street trees

2x2 scored concrete paving

consider porous\* paving between tree wells

14'  
sidewalk/landscape

15'  
angled parking\*\*

13'  
drive lane w/sharrow

10'  
drive lane w/sharrow

8'  
parking lane\*\*

14'  
sidewalk/landscape

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

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

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

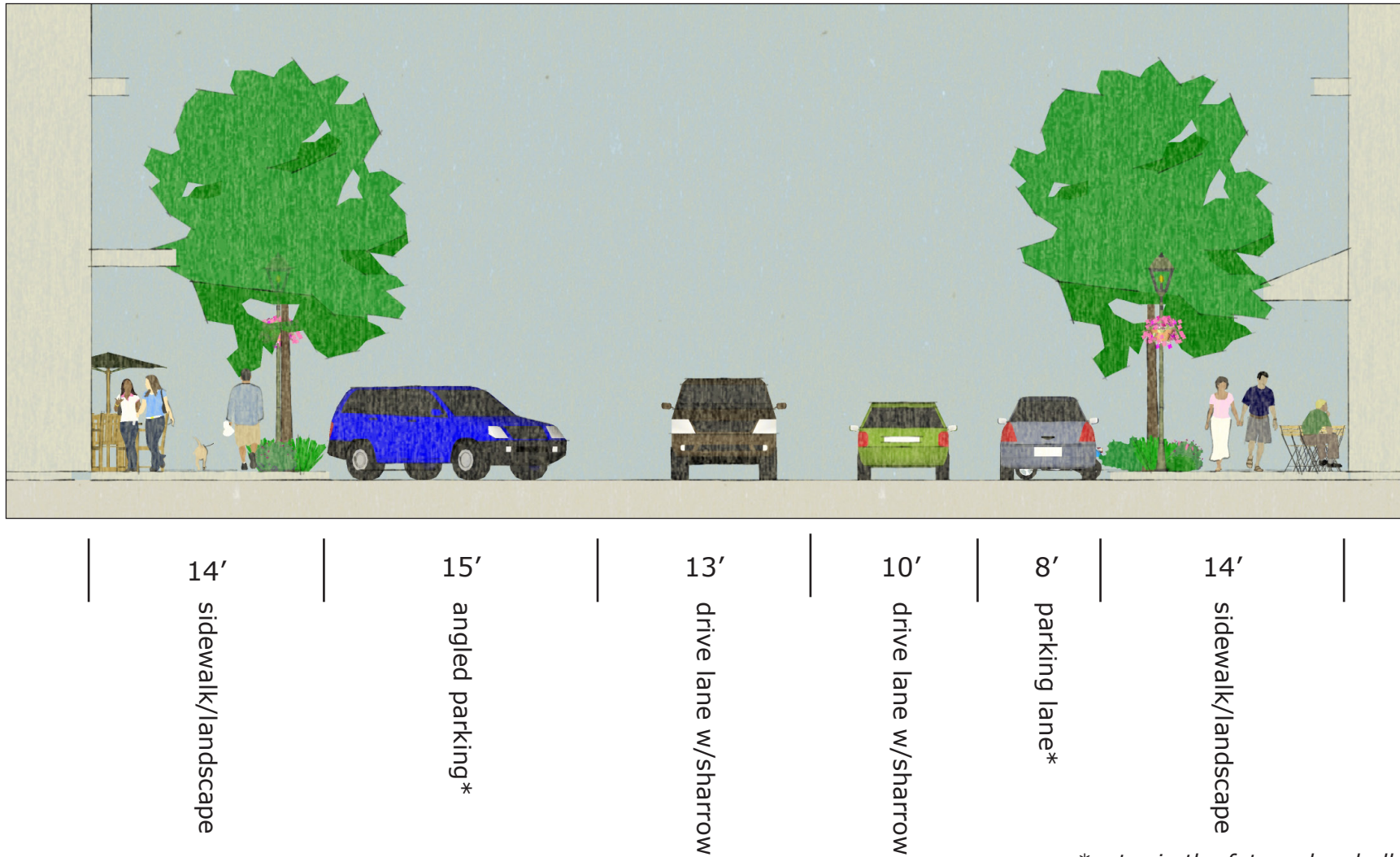
- Planting beds
- Pavement inlays
- Porous paving
- Public art
- Tree pit treatments (appropriate for tree health and streetscape functions)

Coordinated street furnishings including:

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

Typical streetscape south of W Crockett St

Section View, not to scale

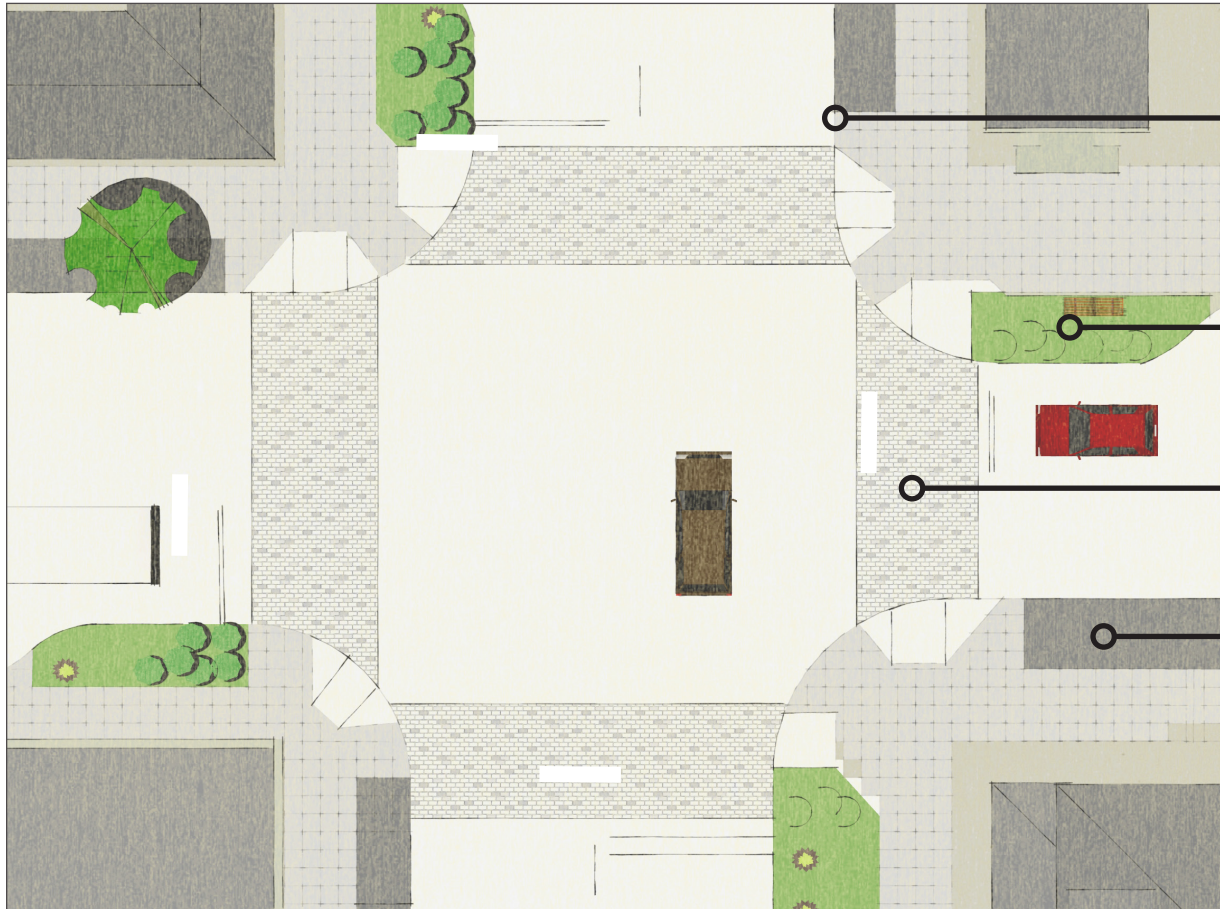


*\*note: in the future, bus bulbs will likely replace the parking lane at bus stops*

## DESIGN RECOMMENDATIONS | Intersections

### Typical intersection within the study area

Plan View, not to scale



granite-edged curb preferred

landscaped curb bulbs with plant selections most compatible with site conditions and streetscape functions\*

stamped concrete crosswalks with stop bars

consider porous\*\* paving in low-traffic pedestrian areas

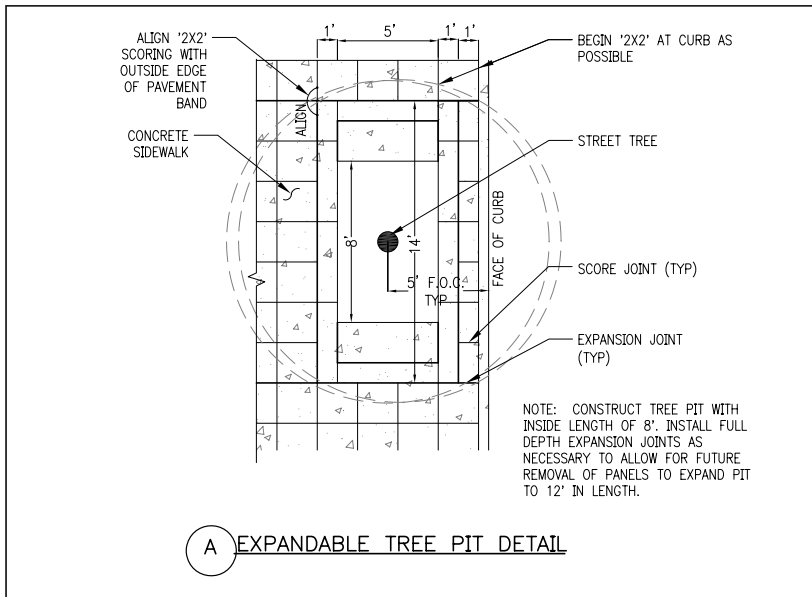
*\*note: in places where curb bulbs align with bus stops it may be preferable to extend the curb for a full bus bulb*

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

## DESIGN RECOMMENDATIONS | Site Specific

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

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



*Understory planting preferred on all tree pits*

