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SDOT	Director's Rule 03-2013

Applicant: City of Seattle Department of Planning and Development (DPD) Department of Transportation (SDOT)	Page 1 of 3	Supersedes: N/A
	Publication:	Effective:
Subject: Thomas Green Street Concept Plan Appendix K to Right-of-Way Improvements Manual* * The Right-of-Way Improvements Manual is SDOT's Director's Rule 07-2012.	Code and Section Reference: SMC Chapter 23.53	
	Type of Rule: Code Interpretation	
	Ordinance Authority: SMC 3.06.040 & 3.12.020	
	Approved	Date
	Peter Hahn, Director, SDOT	
Index: Land Use Code/Technical and Procedural Requirements	Approved	Date
Diane M. Sugimura, Director, DPD		

BACKGROUND

The City of Seattle and neighborhood partners have completed numerous neighborhood planning and development initiatives in the South Lake Union and Uptown neighborhoods in recent years. These include the South Lake Union Urban Design Framework (2011), South Lake Union Mobility Plan (2012), an update to the Uptown Neighborhood Design Guidelines (2009) and others. Ongoing large scale infrastructure investment in the State Route 99 (SR 99) replacement will improve

connectivity between South Lake Union and Uptown as several east-west running streets: Republican Street, Harrison Street, Thomas Street, and John Street will be reconnected back across the SR99 roadway. In 2012 the West Thomas Street overpass, which provides a direct pedestrian and bicycle connection between the Uptown neighborhood over West Elliott Street and the BNSF railway tracks was completed, providing improved access to Myrtle Edwards Park.

In light of numerous planning and community outreach efforts and the physical changes described above, Thomas Street presents a valuable opportunity for an improved east-west connection for pedestrians and bicycles between neighborhoods and to access open space. Ensuring quality streetscapes that contribute to connection between neighborhoods and to open space are the intent of the concept plan. The focus areas are the Thomas Street and West Thomas Street rights-of-way between Eastlake Avenue and the West Thomas Street overpass, recognizing varying conditions of the roadway in different neighborhood areas.

The streetscape concept plan provides greater predictability for stakeholders when making investments in City rights-of-way in the study area. The concept plan establishes a consistent design framework and identifies preferred urban design treatments to support and enhance the preferred character of the street. It is consistent with and complementary to other streetscape plans for streets in the South Lake Union neighborhood. To create this concept plan, multiple City departments were engaged along with area stakeholders, property owners, residents, and businesses.

RULE

The Thomas Green Street Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix K. The provisions of the concept plan are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood.

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

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

REASON

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